FEBRUARY 3, 1950 TECHNOLOGY DEPT

9p

The Autocar

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DETROIT

The 2-litre

TRIUMPH RENOWN

A Car of Distinction

Manufactured by THE TRIUMPH MOTOR COMPANY (1945) LTD., Coventry. A subsidiary of the Standard Motor Co., Ltd.

London: 37 Davies Street, Grosvenor Square, W.1. Tel: MAY 5011

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GIRLING LTD. ARE
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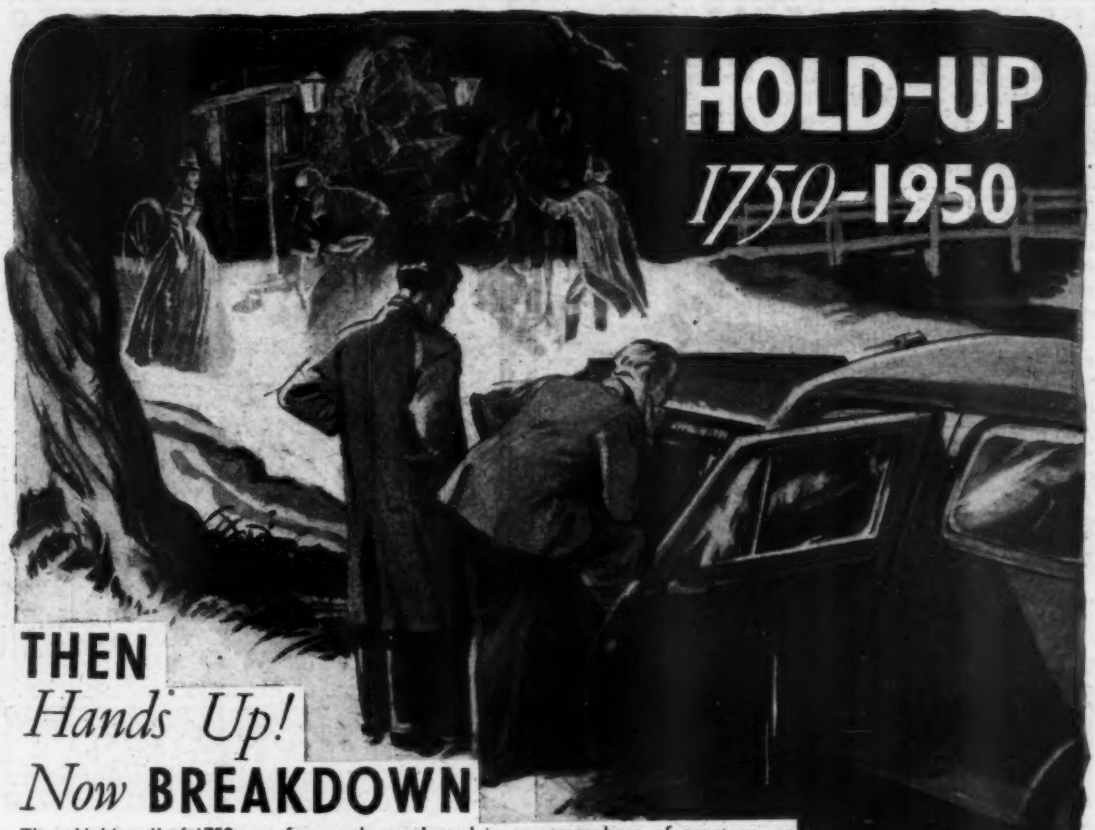

THEN *Hands Up!* *Now* BREAKDOWN

The "Hold-up" of 1750 was frequently conducted in an atmosphere of courtesy—an element entirely absent in the modern breakdown, frequently one's own fault and totally unnecessary. There's no need to run the risk of your car letting you down on some lonely stretch of road. Before you set out on a long or difficult run, have it serviced at the nearest TECALEMIT Official Station. Then you'll know that not a single detail affecting its efficiency and appearance has been overlooked. With everything in smooth running order, you can drive confidently, and avoid the expense of breakdowns, delays and repair bills. Pay a visit regularly to your nearest Tecalemit Station displaying the well-known Target & Arrow Sign . . . there is at least one near your own home.

OFFICIAL TECALEMIT SERVICE

THE MAIN POINTS OF TECALEMIT SERVICE

1. **CHASSIS:** New Lubricant injected into the heart of EVERY Bearing, forcing out old dirty grease.
2. **SPRINGS:** Every leaf sprayed with Graphite Penetrating Oil. Body squeaks eliminated
3. **ENGINE, GEAR BOX & BACK AXLE:** Drained, flushed and refilled with correct grade of oil, and oil filter Element cleaned or renewed.
4. **BODYWORK:** Washed and polished. Metal work, screen and windows polished.
5. **BRAKES & STEERINGS:** Carefully inspected, adjusted and tested.
6. **TYRES:** Inspected for cuts and wear: inflated to right pressure. Storage battery tested and "topped up."
7. **RECORD:** Every job recorded in a special book provided—proof of work well and thoroughly done.
8. **REMINDER:** You are informed by mail when your car is again due for Tecalemit Service.

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For every Industry
METERING AND FILTRATION

TECALEMIT
The Authority on Specialised Maintenance
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272A

SPECIAL STOCKTAKING PRE-SEASON

TWO WEEKS CLEARANCE

FIRE SALVAGE. EX-W.D., EX-NAVY, EX-R.A.F. STOCK. SHOP-SOILED ARTICLES AND SURPLUS GOODS.

SATISFACTION OR MONEY RETURNED GUARANTEE.

Goods sent Cash or C.O.D. up to 15 lbs. weight. *Send for complete list.* *February 2nd to 18th inclusive.*

No.	Description	Usual Price	Offered at	Post
19	**Batteries, L.W.H. 6 v. 58 amp.** 6-7/32in. × 6-13/16in. × 9¼in.	65/-	57/-	7/6
12	**Batteries, 6 v. 57 amp.** 7-5/16in. × 6-13/16in. × 9¼in.	69/6	59/6	7/6
15	**6 v. 68 amp.** 8¼in. × 6-13/16in. × 7¼in.	77/6	67/6	7/6
16	**6 v. 72 amp.** 7-11/32in. × 6-13/16in. × 9¼in.	73/6	67/-	7/6
17	**12 v. 58 amp.** 11¼in. × 6-13/16in. × 7¼in.	130/-	110/-	7/6
49	**Delarolle cigarette lighters, 6 or 12 volt**	7/6	5/6	6d.
9	**Battery Charger, 230-250 A.C.** charge at 1 amp.	57/6	47/6	1/6
11	**Battery chargers, 230-250 A.C.** charge at 3 amp.	117/6	95/-	1/6
75	**Volt meters, 0.16 v. deadbeat**	19/6	4/6	6d.
37	**Hydrometers, ex-W.D. with float**	—	2/9	6d.
14	**Bakelite ash trays, oblong**	2/-	1/9	6d.
17	**Sets Brake linings for Morris 10** and 12, 1934	15/-	5/-	6d.
21	**Ditto, for Ford 8 1932-34**	15/-	5/-	6d.
17	**Chromium plated bumper bars** fire soiled 5ft. 5in. overall	85/-	10/-	1/3
21	**Ditto, 5ft. 4in. overall**	62/6	10/-	1/3
25	**Ditto, 4ft. 10in. overall**	62/6	10/-	1/3
19	**Ditto, for Lanchester 10, as new,** 4ft. 8½in. overall	59/6	20/6	1/3
42	**Chrome bumper overriders, each**	10/-	4/6	9d.
41	**Brake cables, for Morris 8, 1935-38 hand**	9/-	3/-	6d.
28	**Ditto, for Austin 7 rear, 1930-31**	8/-	2/6	6d.
19	**Brake cable adjusters**	2/-	2/-	6d.
73	**Straps, strong webbing, 48in. × 1in.**	2/6	1/6	6d.
49	**Ditto, 72in. × 2in.**	3/-	2/-	6d.
17	**Tow ropes, with hooks, steel**	25/-	19/6	1/6
42	**Tow ropes, with hooks, rope**	15/-	6/6	1/3
16	**Fire extinguishers, pump action** ¾ pint capacity	25/-	19/11	1/3
31	**Sets of Non-skid chain, 2.50-4.00**	42/-	29/6	1/3
3	**Ditto, 4.40-5.25**	48/-	41/-	1/3
8	**Ditto, 5.75-6.50**	51/-	47/6	1/3
19	**Flexible petrol pipes, nestd. size union**	7/6	4/6	9d.
37	**Badge and tie bars, e.p. various sizes**	22/6	9/6	1/-
14	**Petrol funnels, large 2 gall can size**	6/9	4/9	9d.
4	**Electric horns, Lucas**	37/-	28/-	9d.
15	**Electric horns, clear hooter**	30/-	17/6	9d.
53	**Rolls insulating tape, ¾in.**	2/3	1/6	6d.
21	**Yds. Black-leather cloth, 50in.** wide, yd.	22/6	19/6	9d.
17	**Double screw jacks, height 12in.** extended, 5¾in. closed	25/-	18/6	1/6
22	**Grease guns, ex-W.D.**	21/-	15/-	9d.
48	**Roof lamps, circular, W.D.**	7/6	4/9	9d.
24	**Road lamps, Butlers, 6in. front**	35/-	19/6	1/6
18	**Road lamps, Desmonlite 8in. front**	82/6	55/6	1/6
22	**Radiator lamps, 250 hr.**	16/-	11/6	1/-
29	**Sump heaters, 250 hr.**	21/-	13/6	1/-
24	**Sink on licence holders,**	2/6	1/6	3d.
12	**Ignition coils, 6 or 12 v.**	26/-	12/6	9d.
8	**Ditto, high speed**	42/-	32/-	9d.
29	**Rubber mats, 12in. × 24in.**	6/6	4/9	9d.
12	**Oil drum pumps, 5-gall. size**	12/6	10/6	1/-
14	**Hand operated pumps, with foot** stirrup	7/6	3/6	9d.
11	**Foot operated pumps**	25/-	15/-	1/-
41	**Schrader tyre pumps, operate** from engine	18/6	8/6	9d.
79	**Radiator muffs and shields, for** some popular pre-war cars	23/-	9/6	9d.
54	**Door and ignition keys to 28** M.R.N.1-50 Series	2/-	1/6	3d.
41	**Hammers, 4-oz. head**	4/6	2/-	6d.
33	**Ditto, 8-oz. head**	4/11	2/6	6d.
27	**Ditto, solid rubber head**	5/-	2/9	9d.
78	**Hand vices**	5/6	2/6	6d.
25	**Double ended spanners, 5/16in. × ¼in.**	11d.	7d.	3d.
37	**Ditto, ¼in. × 5/16in.**	1/-	9d.	3d.
18	**Ditto, 5/16in. × ¾in**	1/5	1/-	3d.
48	**Ditto, ¼in. × 7/16in.**	1/6	1/-	3d.
17	**D.E. box spanners, ¼in. × 5/16in.**	1/-	9d.	3d.
26	**Ditto, 5/16in. × ¼in. short**	1/-	9d.	3d.
26	**Ditto, 5/16in. × ¼in. long**	1/-	9d.	3d.
31	**Ditto, ¼in. × 7/16in. short**	1/-	9d.	3d.
23	**Ditto, ¼in. × 9/16in.**	1/9	1/4	3d.
17	**Box spanner sets, 6 sizes, ¼in. × 7/16in. Whit.**	2/9	1/9	6d.
23	**Ditto, 6 size, 3/16in. × ¼in. Whit.**	4/6	3/3	9d.
15	**Socket spanner sets, 6 sizes,** 3/16in. × ¼in.	4/9	3/9	9d.
25	**Ditto, 5/16in. × ¼in. Whit.**	7/6	5/6	9d.
32	**4in. adjustable spanners**	5/6	3/9	9d.
25	**6in. Ditto,**	7/3	5/9	9d.
6	**Bench vices, 5in. jaws**	37/6	28/6	1/6
31	**Pr. cutting-edge pliers**	4/3	2/6	6d.
35	**Pr. nut grip pliers**	3/6	1/9	6d.
41	**Canvas tool rolls, 18in.** × 15¼in.	4/6	2/9	6d.
32	**Ditto, ex. heavy 20in. × 14¼in.**	7/9	5/-	9d.
14	**Canvas tool kit bag with zip** fastening 15¼in. × 6in. × 6in.	15/-	10/6	9d.
58	**Steel rules, 6in. ex. W.D.**	1/11	1/4	3d.
38	**Feeler gauges, 4in. blades**	4/6	3/-	3d.
41	**6in. outside calipers**	2/6	1/6	3d.
62	**6in. inside calipers**	2/6	1/6	3d.
5	**Electric hand drills 220-250 v.**	210/-	179/6	1/-
43	**Tyre pressure gauges**	6/6	4/3	6d.
11	**Flag cleaners, pump actions and** blast pattern	15/-	10/-	9d.
11	**Suction windscreen wipers**	29/6	17/6	9d.
17	**Windscreen defrosters, 6 or 12 v.**	15/-	10/-	9d.
5	**Ex. heavy Tarpaulin waterproof** car covers, 18ft. × 15ft.	190/-	108/-	2/6
6	**Ditto, 18ft. × 12ft.**	170/-	100/-	2/6
7	**Leather jackets, zip fastener,** lined fleece	168/-	137/6	1/-
27	**Helmets, white leather**	25/-	19/6	6d.
41	**Ditto, brown leather**	18/6	9/6	6d.
28	**pr. Tan leather gauntlets**	19/6	17/3	9d.
17	**pr. Horsehide de Luxe gauntlets**	28/6	21/-	9d.
14	**Gents leather coats, black or tan**	310/-	257/6	1/6
14	**pr. Rubber gum boots**	26/3	20/6	1/-
41	**Tents, nestd. colours, 7ft. 3in.** long, 4ft. 6in. wide 3ft. 6in. high, 5ft. 3in. ridge. 9in. walls	49/6	42/9	1/-

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(OPPOSITE GT. PORTLAND ST. STATION)

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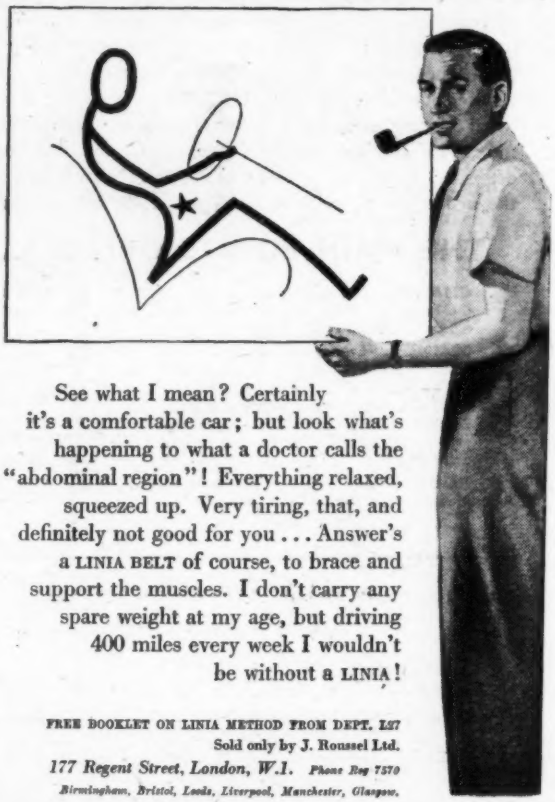
A Truck is only as good as its cables

specify

Aerialite

AUTOMOBILE CABLES



See what I mean? Certainly it's a comfortable car; but look what's happening to what a doctor calls the "abdominal region"! Everything relaxed, squeezed up. Very tiring, that, and definitely not good for you . . . Answer's a LINIA BELT of course, to brace and support the muscles. I don't carry any spare weight at my age, but driving 400 miles every week I wouldn't be without a LINIA!

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TERRY'S IGNITION TOOL

A handy combined spanner and screwdriver designed specially to deal with points, coils and distributor nuts and screws. 1/6 each.

TERRY'S STEEL TOOL CLIPS

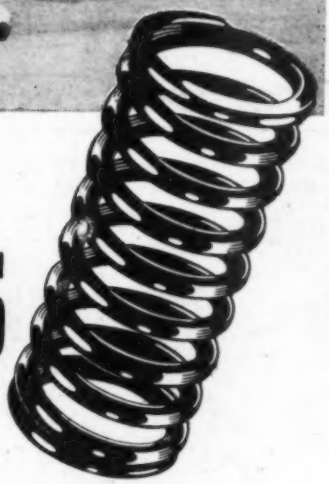
Tools can instantly be inserted or withdrawn and are held firmly in position when not in use. All sizes from ¼" to 2".

THE TERRY LEAF SPRING GREASER. Fits either "Enots" or "Tecalemit" Grease Gun. Levers the springs open and forces the grease down the full length of the opening. 12/6 each.

from

TERRY'S

aero quality



VALVE SPRINGS

To get all the motoring you can out of your petrol ration check up on your valve springs, If they are tired the valves cannot operate properly. Power escapes and petrol consumption rises. 10,000 miles running is about the average life of a good valve spring. After this, in the interests of petrol economy, it is time to fit a new set. If you can get them, specify Terry's Aero Quality. They are made by the leading spring manufacturers in Britain and are recognised as being the best that are made.

HERBERT TERRY & SONS LTD REDDITCH ENGLAND

Φ67

CAR HEATERS

Designed by the Heat Exchange Specialists

EQUIVALENT
TO A 2-BAR ELECTRIC FIRE
IN YOUR CAR

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KEEP WARM
THIS WINTER BY FITTING
A
GALLAY CAR HEATER
SUPPLIED
WITH WINDSCREEN DE-MISTERS
AND DE-FROSTERS FOR
SAFER DRIVING
BUILT IN DE-MISTERS AVAILABLE
FOR MANY MAKES
PRICES FROM £8. 8s. 0d.

Model A4 shown above is suitable for engines fitted with water pump or impellor. Exceptional heat output. Chromium plated doors deflect heat in direction required. Supplied with twin demister outlets. Suitable for 6 or 12 volt circuits. Distributes cool air in summer.

HEATERS AVAILABLE FOR ALL PUMP TYPE COOLED CARS

Also the following cars with Thermo Syphon Systems

AUSTIN 8 & 10. FORD PREFECT & ANGLIA. HILLMAN MINX (Including Phase III). MORRIS 8 SERIES E & MINOR. STANDARD 8 & 9. SINGER 10. JOWETT. BRADFORD

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DELANEY AUTOMOBILE OZONE AIR CONDITIONER

CONSULT YOUR GARAGE AND INSIST ON A GALLAY CAR HEATER

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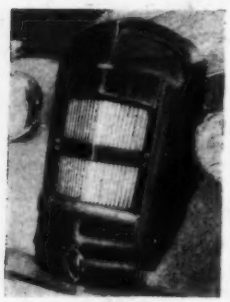

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WILCOT
RADIATOR MUFFS
Keep cold out
Keep warmth in

and protect your car engine from cold and frost, obtain economical running and save the Battery. Fit neatly and smugly. Made of best quality Leather Cloth, felt lined.

Radiator Grille
MUFF-ETTE

doesn't sag, gives complete protection; attached or detached in a few minutes. Send make, model, year of car for price, or ask your dealer.

WILCOT (PARENT) CO., LTD.
FISHPONDS, BRISTOL.

The ROMAC Wheel Glove

This very popular pre-war accessory is once more available. Made from cosy material of velvet "feel," for slipping over the Steering Wheel. It grips snugly and tightly, giving driving comfort in winter and a feeling of security and positive steering always. In 9 sizes from 15" to 19" diameter. 7/- each from your local garage or agent.

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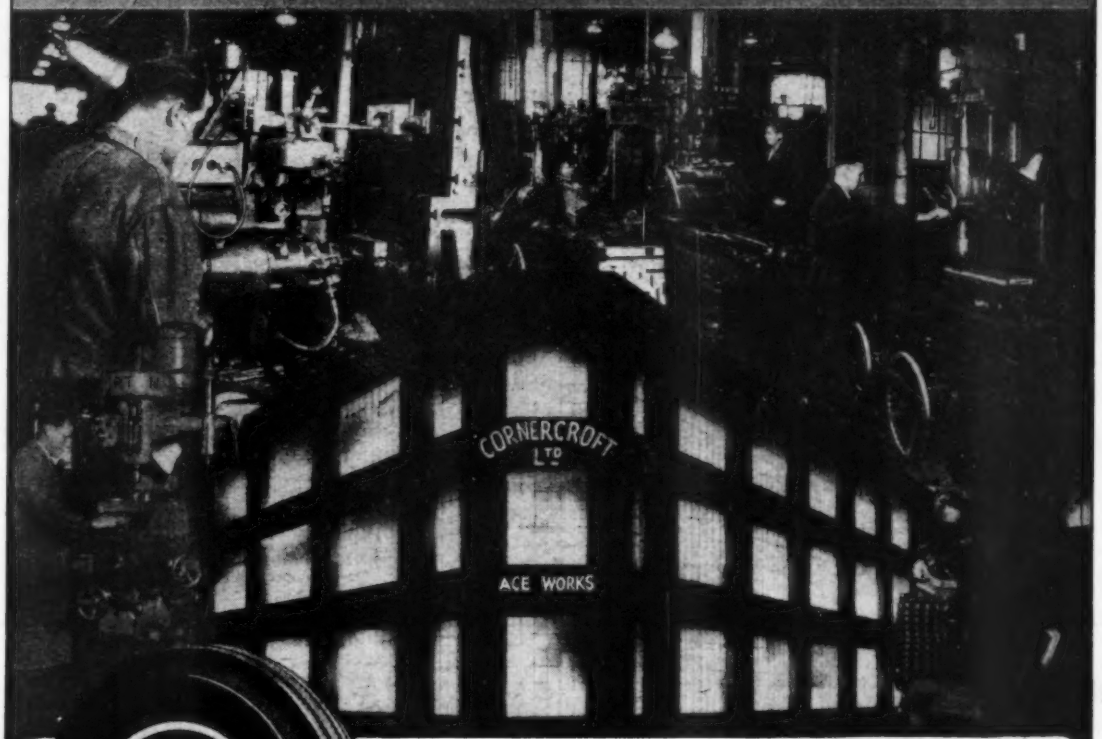
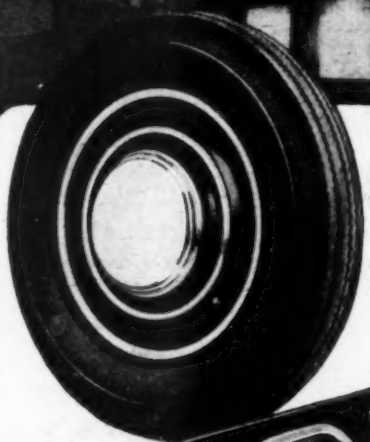
ACE

MOTOR ACCESSORIES





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Specially manufactured for such roadwheels as fitted to Austin 10—1939/46, Minx 1936/46, Morris 1936/46, Ford 8, 10, etc., etc.

"RIMBELLISHER"

The latest adornment for the roadwheel of current production motor cars.

"SILVER PEAK"

Number Plates, Styled for the modern motor car. Immediate service throughout the country.

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It's *easy* with Autoclene

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IN TINS
1/6 & 2/9

CLEANS AS IT POLISHES

Obtainable at your local garage, Halfords & other leading stores.

S. & H. HARRIS · LONDON · N.11

Get that **GRAPHOID SURFACE** by using

"SPROL"

Graphited MOTOR OIL

and keep your ENGINE YOUNG

- *THE FINEST LUBRICANT IN THE WORLD*
- *GIVES FREEDOM FROM WEAR GAINED BY NO OTHER MEANS*

The First Motor Oil in this country to incorporate detergent additives, corrosion and anti-oxidant inhibitors, which, in addition to the COLLOIDAL GRAPHITE content, gave results never before achieved.
NOW AVAILABLE in unique dual-purpose 4-gallon drum pail at 36/- per drum. Carriage free.

New Engines Need it! Old Engines Deserve it!

Your own Garage can supply. Full particulars may be obtained from the sole manufacturers:

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YOUR CAR INTERIOR CAN HAVE THE NEW *Luxury Look!*

WITH THESE **TAILORED *TO-MEASURE*** UPHOLSTERY COVERS

- PROTECT CLOTH UPHOLSTERY FROM STAINS
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Please send patterns and prices of your upholstery covers for my.....
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The Autocar, February 3, 1950

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Snow and Ice stopped many but—

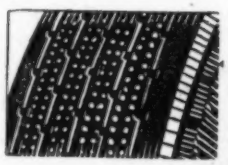
W. ROBINSON—JOWETT and D. GREENHALGH—SINGER

GOT THROUGH ON

WYRESOLES

proved by 2 years' searching tests

Two years' searching tests have demonstrated that motorists are sure of additional safety by fitting "WYRESOLES". Coils of steel spring wire, embedded and vulcanized in the tread by the "TYRESOLES" patented tension-tread process, give thousands of



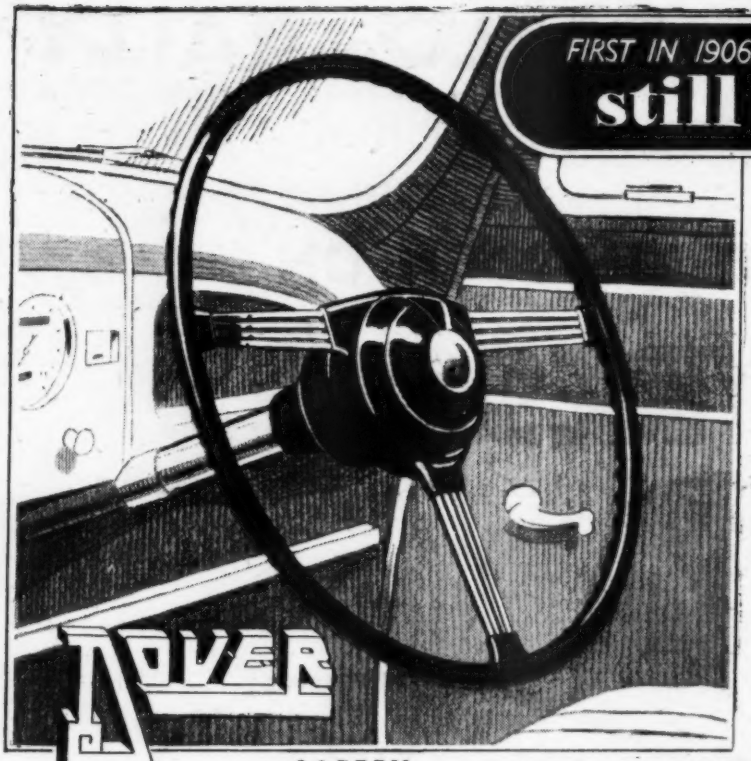
steel claws which grip the road. "WYRESOLES" ensure greater safety for good drivers, especially on slippery surfaces.

"WYRESOLES" are at standard "TYRESOLES" prices, plus 5/- for the small car sizes and 7/6 for the larger car sizes.

the latest **TYRESOLES** *product*

TYRESOLES LTD., PALACE OF ENGINEERING, WEMBLEY, MIDDX.

Tel: WEMbley 1222 (10 lines)



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still the best!

Dover Steering Wheels always lead in design and construction. The Model illustrated is of the most modern type, giving a clear forward view of all instruments and the road ahead. The Stainless Spring Steel Arms are cast into pockets in the rim, and ensure the greatest measure of strength and of driving comfort. Their resilience to road shocks reduces driving strain to a minimum.

The permanently hard DOVERITE covering **cannot soil the hands or gloves,** it is always cleanly to handle and retains its lustrous appearance throughout the life of a car.

Sole Manufacturers:

DOVER LIMITED
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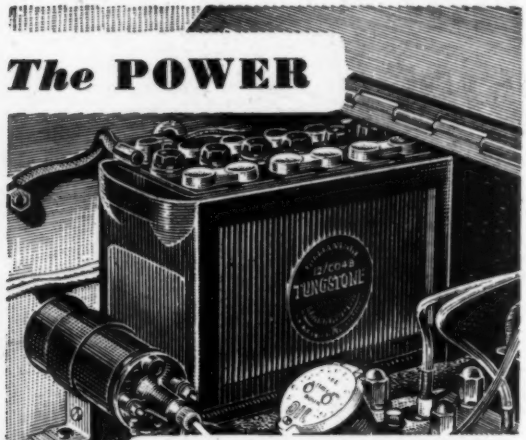
DOVER
SAFETY SPRING ARM STEERING WHEELS

***The* POWER**



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TUNGSTONE
BATTERIES

Tungstone Batteries mean good starting—a quick get-away. Fully guaranteed for first year of its long life. Illustrated folder sent on request.

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★ ***Jubilee*** PATENTED WORM DRIVE CLIP
the finest CLIP in the world

Absolutely leakproof joints on Air, Water, and Oil lines, are swiftly and easily made by using "Jubilee" Worm Drive Clips. They stand up to any pressure.

Millions are in daily use on Lorries, Tractors, Cars, Aeroplanes, Diesel Locomotives, Portable Engines, etc.

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L. ROBINSON & CO. (GILLINGHAM) LTD.
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SUITABILITY FOR THE EVERYDAY MOTORIST PROVEN BY OUTSTANDING SUCCESSES IN INTERNATIONAL COMPETITIONS

"With such meritorious achievements as 10 successes in the extremely hazardous Alpine Trial, 6 awards in the gruelling Lisbon Rally and 3 trophies (including the Team Award) on the occasion of their first essay at the Monte Carlo Rally, included in the list of over 40 International Victories won by Allard cars during the last three years, there can be no shadow of doubt regarding the high performance, unfailing reliability and constant safety of these outstanding British cars. These are the major points looked for by every motorist, and they are certainly present, to a high degree, in all Allard models . . . . . ."

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ALLARD MOTOR CO., LTD., 24-28 CLAPHAM HIGH STREET, LONDON, S.W.4

CABLES—ALMOTCO, LONDON

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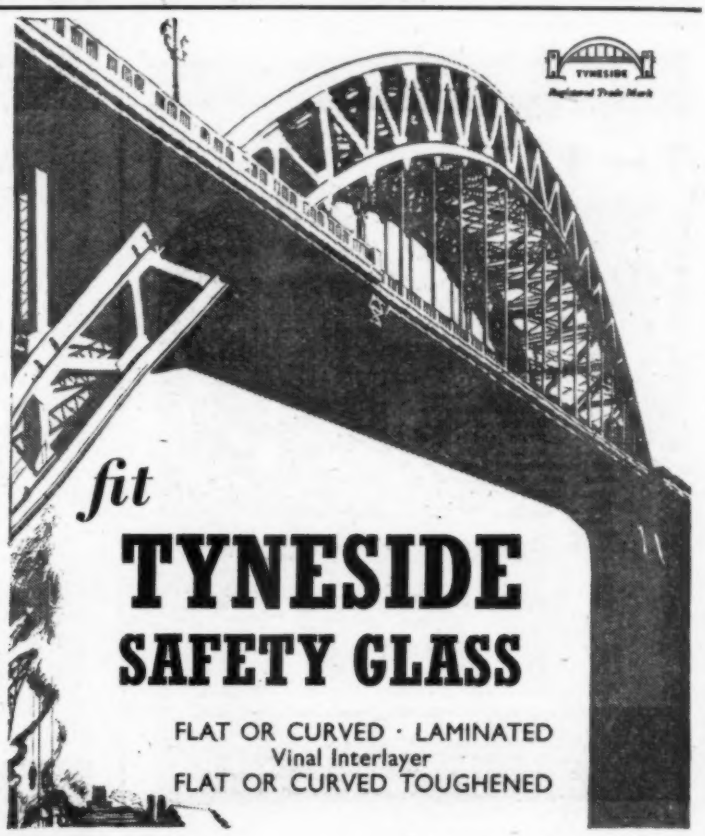
QUALITY
Quick Delivery
and
Competitive Prices . . . .



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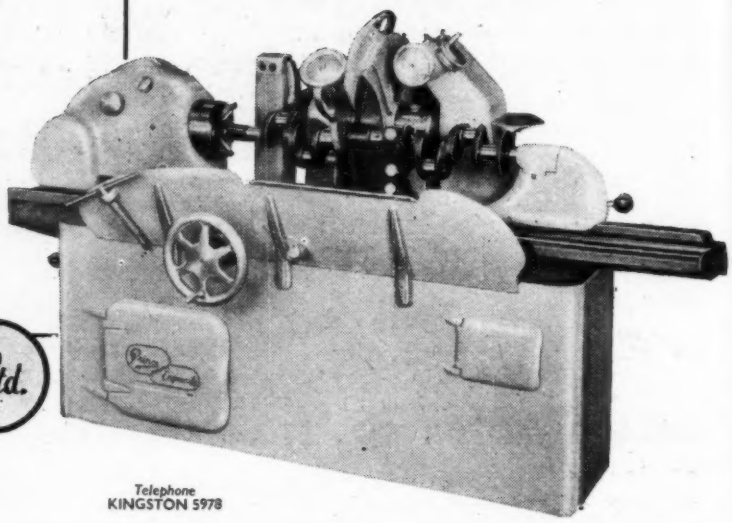

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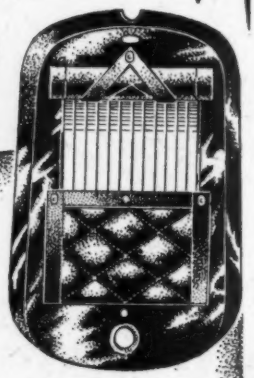

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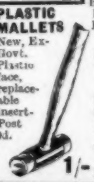

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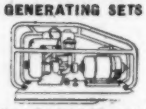

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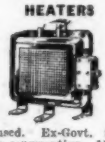

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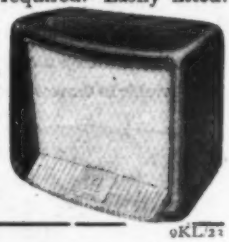

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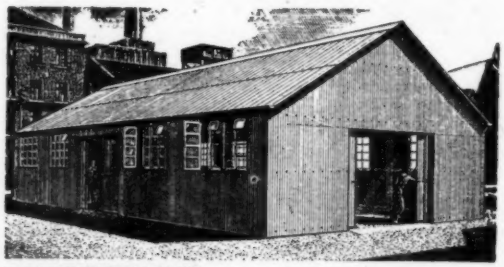

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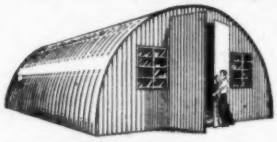

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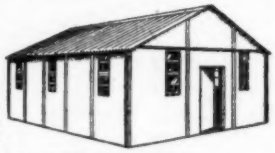

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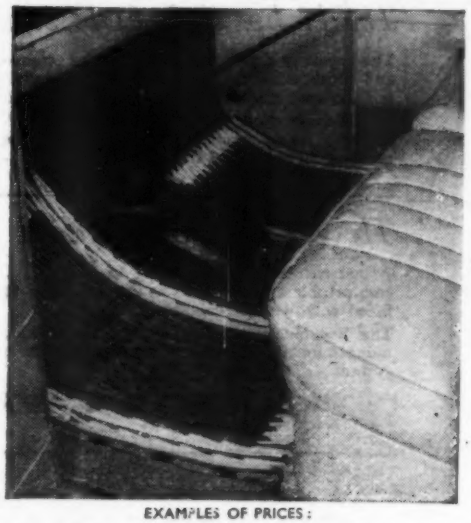

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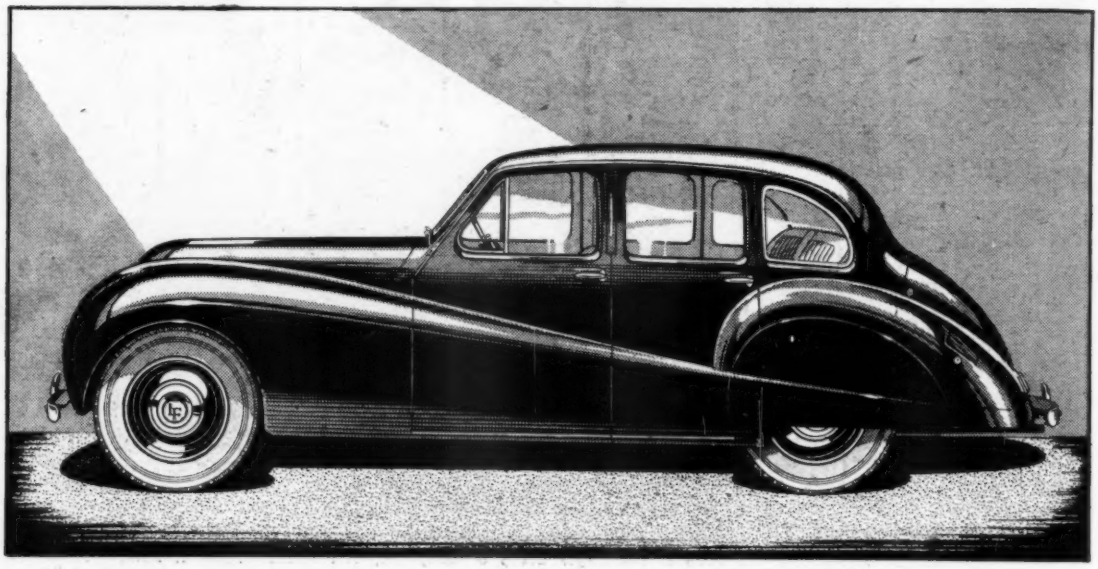

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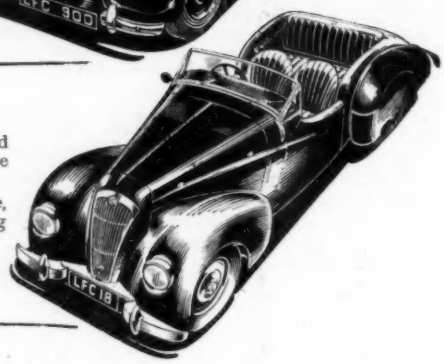

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In This Issue

MONTE CARLO RALLY:
Full Report 122
Photographs 136
Disconnected Jottings .. 126
Statistician's Holiday .. 127
Anti-dazzle Mirrors .. 131
Standardized Maintenance Method 132
Production is Their Wealth 133
ROAD TEST: Chevrolet Styleline 138
New York Notebook .. 141
Molsheim Pilgrimage .. 143
Correspondence 145
The Sport 148

The Autocar
FOUNDED 1895

No. 2831 FRIDAY, FEBRUARY 3, 1950 Vol. XCV

A Satisfying Rally

THIS year's Monte Carlo Rally must go down in motoring history as an immensely satisfying event, for which the greatest credit is due to the organizers—the International Sporting Club of Monte Carlo. The European winter swept down on the last and most difficult mountainous section, to prove once again that, in spite of the excellence of modern cars, a winter journey can still become high adventure. As a consequence, crew toughness and vigilance counted, and the final tests took on their correct, rather than an inflated, importance. Sydney Allard is to be congratulated on his magnificent effort to retrieve his position in the test on arrival.

Congratulations are due, also, to the winning Hotchkiss and its drivers, and our friends in the Netherlands will forgive us if we feel a particular satisfaction in the second placing of the Humber Super Snipe in Dutch hands. The smaller Simcas proved that the Rally is not necessarily a big car event, and the triumph of the Rolls-Royce in the *Concours de Confort* adds lustre to the record of British coachbuilders. Other British cars gained coveted awards. Mesdames Rouault and Gordine earn the special tribute reserved for feminine success in the *Coupe des Dames*; it is obvious by the high placing of their Simca that in toughness there is little to choose between the sexes.

No emphasis on national triumphs should be allowed to obscure the fact that the Rally is a sporting event, but it is inevitable that success should reflect great credit on the country providing the cars and drivers which carry off the honours. In this year's event Great Britain has not done at all badly, but everyone awaits eagerly the year in which a British car and driver appear again at the head of the general classification. It is plain from this year's event that British machines and driving ability exist in plentiful measure to achieve the ultimate, and we look forward to what next year will bring in this respect.

As has been many times said, the Monte Carlo Rally occupies an unchallenged position as the premier rally of contemporary motoring, and it is disappointing to find that, in the efforts to contest its supremacy, this country is not yet numbered. It is true that petrol difficulties constitute an immense handicap to the organization of such events, but the Government might well be sounded on their attitude. The B.B.C. has, by its Monte Carlo broadcasts, stimulated an immense interest in this form of motoring sport, and the commentators are to be commended. Now is the time to capitalize on that interest by organizing a similar rally *to* this country instead of away from it.

Walkie-Talkie Waste

NO admiration will be earned by the Wiltshire police for their use of walkie-talkie radio in order to trap motorists exceeding the speed limit. If the local constabulary require further expensive and ingenious trapping methods, this journal can provide them. Only the criminal fraternity will feel any satisfaction at the thought of at least three policemen and an equal number of radio sets being immobilized in order to apprehend the motorist travelling at a mile or two in excess of 30 m.p.h.

Motorists are once again being driven into the position in which they are forced to proceed with one eye almost permanently on the speedometer, which is very bad for road safety. If they wish to drive without this precaution, they must allow an ample margin for error, which frequently means travelling at no more than 25 m.p.h. unless their judgment is acute. However, it is, no doubt, good for the prestige of P.C. Smith to be correct to three places of decimals (with the help of Marconi), even if armed robbery is committed elsewhere while the pencil stub is busily calculating.

A Real Rally: HOTCHKISS WIN FOR

Winners—from Lisbon. M. Becquart and H. Secret, with their Hotchkiss, pose behind the finishing line at Monte Carlo.

NOW that the tumult and shouting of the 1950 Monte Carlo Rally have died and the results have been surveyed, it can be seen that this year has provided a real test for man and machine, akin to some of the tough pre-war events. Once more—for the sixth time all told—the premier award has gone to a Hotchkiss of France, driven this time by M. Becquart and H. Secret: however, the British Humber Super Snipe, in the capable hands of the experienced Dutch drivers M. Gatsonides and K. S. Barendregt, was only just beaten at the last moment in the regularity and speed test over the Mont des Mules. Sydney Allard had cruel luck, for, after completing all the difficult sections of the Rally without the loss of a mark, he finished three minutes late in Monte Carlo itself owing to an ignition lead jumping out of its socket on the run along the coast from Nice: this dropped him to eighth place, in spite of his remarkable performance in the acceleration and braking test, in which he was 2 sec faster than any other competitor.

Another notable success was that of Simca, which not only filled 3rd, 4th and 5th places in the general classification, but also carried off the 1,500 c.c. class, the 1,100 c.c. class, and the Coupe des Dames. A Dutch-owned Dyna-Panhard won the 750 c.c. class.

Additional photographs of the Rally will be found on pages 136-137.

ONLY FIVE CARS ELIGIBLE FOR THE REGULARITY TEST AFTER WINTRY LAST SECTION

AS related last week, the early sections of this year's Rally followed the same general pattern as those of last year; no bad weather, no severe delays—and most of the competitors had the same thought: surely this was to be another Rally without much incident. Last year most of the competitors finished without loss of marks on the road section; this year, as the long line of cars commenced to leave Paris, the general aspect of the situation was very similar, and many entrants were regretting having equipped their cars with chains, defrosters, spades and all the other paraphernalia associated with the worst of weather conditions.

Then, abruptly, the situation changed completely. The first competitors—who, by virtue of the time schedule, were those who had started from Lisbon—were in a sense fortunate in that they traversed most of the route from Paris through Nevers to Lyons without encountering much bad weather; but thereafter conditions grew steadily worse. By the time the majority of the British entrants, who had started from Glasgow, had reached the control at Nevers, the roads were ice-bound—and between there and Lyons the real trouble of the Rally had started. Many of the British contingent were held up by two lorries—the enormous French *camions*—which were in difficulties on a hill, and much time was lost at Lyons as a result. For instance, poor "Bill" Wisdom and her crew in the Vanguard, entered for the Coupe des Dames and with high hopes of success, lost so much time in this *mêlée* that their chances were effectually ruined, and, indeed, they were eliminated from the official list of finishers altogether.

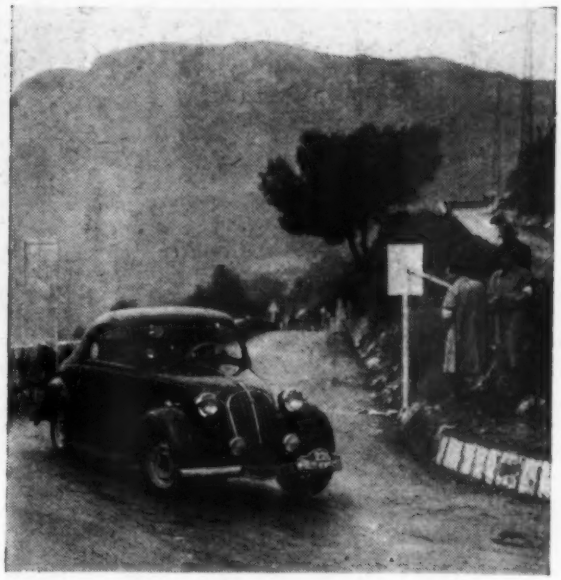
Last year's winner, J. Trevoux, meets a non-Rally Renault 760 on an icy bend in the mountains. The Delahaye, screen open, clears with ease.

That the passage of this section, in spite of blocks, *was* possible was proved by the Holt brothers, who scrambled the Ford Pilot and the Allard past lorries, competitors, and all, using the bank and the ditches as well as the road. But later on came their Waterloo. The Allard, entered by Reg Holt, intent on keeping schedule, ran into the back of Geoff Holt's stationary Ford—of which the tail lamp was obscured by snow. And whereas the Ford was able to continue without much trouble, the Allard suffered damage to the lamps which delayed it considerably, and another British car was out.

Meanwhile, although the Glasgow contingent was hard put to it to keep time at Lyons, the Lisbon and Monte Carlo starters were also striking trouble. The road from Lyons to Valence was a sheet of ice, and as the by now tiring crews plodded on, up the road which led into the mountainous section through Digne, conditions grew worse; snow lay piled up to a foot in depth and a regular blizzard was in progress. By the time Wednesday morning broke, and the reluctant light of dawn filtered through the driving flakes, many cars had already slid off the road, some to be retrieved with minor damage to the wings, lamps and wheels, others to run no more. Among the casualties were the two Rolls-Royces from Glasgow; Mike Couper's, already late at Lyons, skidded into a lorry at Tain l Hermitage, near Valence, suffering considerable damage to the left-hand front wheel, suspension and the wing.

THE THIRD TIME RUNNING : BRITISH HUMBER SUPER SNIPE SECOND

"Eyes right" on Greenhalgh's and Soukup's S.M.1500—the result of an encounter not according to programme.



Going hard away from "line B" and round the hairpin is the Simca of Quinlin, while the i.f.s. indicates the strain.

Eventually temporary repairs were executed and the car reached Monte Carlo, but not by any means within the three-hour limit imposed on competitors. The other Rolls-Royce, that driven by G. Schonhut and H. Bellamy, hit a telegraph post and got no farther, while the Dutch-owned Delahaye which started from Glasgow went clean over the edge of a mountain road, dropping 60 feet and losing both front wheels—to say nothing of much incidental damage—but fortunately, without injury to the crew.

Matters were not improved by the French snowploughs, which now began to appear on the roads in a well-meant endeavour to improve conditions; however, they removed the snow only to lay bare the ice beneath, which in many places was extremely treacherous, while the ploughs themselves formed obstructions which upset the calculations of several competitors who thought that they had time in hand. The winner of the past two Rallies, for instance, Jean Trevoux, who this year was driving a very beautiful Delahaye in place of the Hotchkiss with which he had previously been victorious, was delayed by a snowplough just sufficiently to render him a few minutes late in Grasse, at the end of the *Route Napoléon* through the mountains.

First car down the twisty mountainside toward Grasse—before even the snowplough completed its work—was the tiny Renault driven by racing driver Louis Rosier and his son; but, alas, shortly before reaching Grasse disaster overtook them and they left the road, to finish very much later with a badly damaged car.

High hopes—as far as the British entrants were concerned—were pinned to the Allard team—driven by S. H. Allard, A. G. Imhof and Leonard Potter. Sydney's misfortunes have already been related; the Imhof-Hutchison car, starting from Lisbon, had several accidents in a very short space of time, during one of which it destroyed a fire hydrant and almost flooded a low-lying village. Nevertheless, it finished in good time, losing only 14 minutes en route, though it presented a somewhat dilapidated appearance, with damage to both front and rear and a persistent misfire. Potter's car, from Glasgow, was in rather better shape, although he, too, had lost 13 minutes en route.

Slope of Disaster

The downhill run into Grasse, in fact, proved the undoing of many, especially as the day wore on and the light began to fail, while the blizzard increased until to tired crews it appeared that there was no road at all—just a wall of driving snow. Cars began to litter the roadside, some with figures struggling madly with chains and unditching gear, others beyond hope and deserted. Among the latter were Braid's Javelin, the suspension damaged beyond immediate repair, and at least two Simcas.

And so through Nice to Monte Carlo; even here the weather was bad, pouring rain lasting practically all day. As competitors arrived, they were sent along the promenade to undergo the acceleration and braking test—with not a moment's respite, most of them only dismounting momentarily to lean wearily on the side of the car while the assiduous Press photographers clicked their shutters and—later—flashed their bulbs. In the test itself, as already recorded, the best performance was easily that of Sydney Allard—a wonderful show—while next came a Delahaye, followed by a Ford and the Allards of Potter and Imhof.

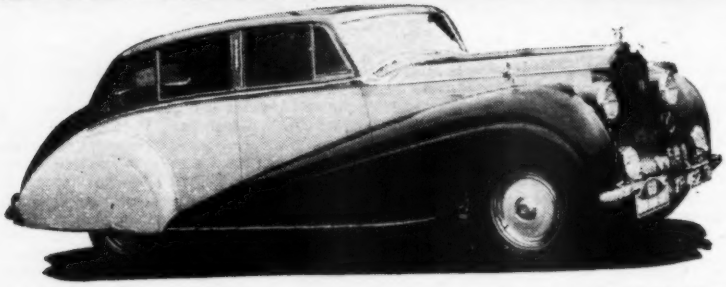
Actually, the first car to reach Monte Carlo was the Peugeot of Dubois and de Cortanze, closely followed by the eventual winner, Becquart's Hotchkiss, and Trevoux's Delahaye. As the cars came in, so the stories gradually increased in detail; Gatsonides, with the big Humber, announced that he had experienced thousands of phenomenal avoidances, while Chiron, idol of his native Monaco, got out of his Vedette and made an impassioned speech on the horrors of the icy road conditions. The first arrival from Glasgow was the Hillman Minx of Harper and Evan Cook; then came Allard, and the Vanguard driven by Milton and Colin Edge. First from Stockholm were two Danish officers, Nelleman and Sobye, in a Ford, while of the nine starters from Oslo only one survived, another Ford in Dutch hands. Among the Scandinavian contingent an excellent show was put up by the little Saab in the hands of Greta Molander; had she not suffered a delay caused by two other competitors, who temporarily blocked the road, she might have won the Coupe des Dames; even so, she was a worthy runner-up.

Cars continued to arrive all Wednesday afternoon and evening, until the control finally closed at 9 p.m. Even then, stragglers were trickling in up to midnight and even later, although long since out of the Rally by reason of having lost more than the maximum allowance of three hours. After much deliberation, it was announced that only five competitors—the Hotchkiss, the Humber and three Simcas—had completed the course without loss of marks; consequently, these five only were entitled to compete in the regularity and speed test on the hilly circuit on the Friday.

Thursday was devoted to the examination of the cars, penalties being incurred for damage—of which there was plenty—faulty lighting, and sundry other defects. On Friday came the final test, in which the Hotchkiss proved unbeat-

A Real Rally: *continued*

Sunday morning on the sea-front, when the postponed *concours de confort* took place. Here the cars are lined up in the sunshine, while interested visitors inspect them.



W. M. Couper's beautiful Rolls-Royce, winner of the comfort competition, and details of the front door interior showing cubby-hole and cocktail cabinet.

Best equipped car for the Rally was a Hillman Minx (left), driven by Anderson and Hastie. Some of the fittings are seen here.

able—the Humber was at a disadvantage on a circuit involving many sharp hairpin bends—while the 1,100 c.c. Simca, making the most of its lead in the earlier test, beat both the pretty 1,221 c.c. streamlined coupé versions on the same chassis.

The Hotchkiss record of success in the Rally is unique. They now have two hat-tricks to their credit, having won in 1932-3-4, and in 1939-49-50; as a result they become outright winners of their own trophy. Credit should also go to the Delettrez brothers for finishing with the Rally's only diesel-engined car; although classified separately their marking was equivalent to that of 121st in the general classification. Their performance at Le Mans last year will be remembered.

So ended another Monte Carlo Rally. Many epic, if fruitless, performances were achieved, such as that of the Dutch crew of an Austin, who twice welded one front wheel to its hub after damage caused by a skid. However, it was all worth while, the more so as it was by no means easy—and plans are already being made by various intending entrants in next year's event, who are profiting by this year's experience.

Certainly some British competitors have learned the hard way that success comes only after careful preparation of the car. Some of the crews were very lightly clad and seemed to be placing reliance on the car heating system; but no heater is much use when the car is in the ditch and the crew are knee-deep in snow trying to drag it out.

BRITISH SUPREMACY IN COACHWORK EVENTS

ON Sunday morning competitors were greeted with brilliant sunshine and really cloudless blue skies, the first they had seen since their arrival in Monte Carlo. However, it was not too warm out of the sunshine, and many specta-

tors at the *concours*, held in the Casino gardens and on the terrace, wore coats and lost nothing thereby. The concours was postponed until Sunday in order that the general classification winners, whose engines had to be stripped, could take part.

Many of the cars were well equipped, but pride of place in this connection undoubtedly went to the Mercury of the Swiss brothers Lieb, which had started from Florence. This had not only a table for maps and charts in front of the passenger, complete with watches and even a card index of place names, all well lit and entirely shielded from the driver, but also the back seat was made into a comfortable bed; also in the rear compartment were a miniature kitchen and even a lavatory. But although this car easily won its class, it had to yield the *Prix d'Honneur* to W. M. Couper's magnificent Park Ward-bodied Rolls-Royce, which had reached Monte Carlo only by herculean efforts after its crash, including the making and fitting of a complete new front wing.

Among other notable fitments were a sandpit, complete with shovel, in the boot of Nelleman's Ford from Denmark, and the transformation of the passenger seat in Mme. Molander's Saab into a reclining bed.

In the afternoon came the parade through the streets up to the courtyard of the Palace in the old town, where the major prizes were presented by Prince Rainier of Monaco, himself an enthusiastic motorist. And finally, one by one, the cars began to slip away, deserting Monte Carlo for another year, until the next Rally; and may it be as successful as this one has been.

RESULTS

CONCOURS DE CONFORT

Prix d'Honneur: Rolls-Royce (W. M. Couper).
Class 1: Ford Mercury (J. Lieb:A. Lieb).
Class 2: 1, Hillman Minx (M. B. Anderson: R. M. Hastie); 2 Volvo (V. Hansson: D. Erichsson).
Class 3: 1, Fiat (F. Coppola:D. Scaramella); 2, Simca 8 (Y. Lafargue de Grangeneuve).
Class 4: Panhard (H. Van de Heijden:Langestraat).

Plaques Awarded for Monte Carlo Rally-type coachwork:

Class 1: Riley (F. D. Cooper:G. L. Carte) and Ford (J. Lieb:A. Lieb).
Class 2: Hillman Minx (M. B. Anderson:R. M. Hastie).
Class 3: Fiat (F. Coppola:D. Scaramella).

Cups Awarded:

Coupe de l'International Sporting Club: Hotchkiss (Becquart:Secret).
Coupe de la Riviera: Simca 8 (Scaron:Pascal).
Coupe du Country Club: Simca 9 (Quinlin:Behra).
Coupe du Mont Agel: Panhard (H. van der Heijden).
Coupe des Dames: Simca 8 (Mmes G. Rouault and R. Gordine).
Charles Faroux Challenge Trophy: Simca (Quinlin, Scaron and Dr. Angelvin).
Barclays Bank, Ltd., Silver Challenge Trophy: Humber (Gatsonides:Barendregt).
Hotchkiss Challenge Trophy: (Won outright by Automobiles Hotchkiss).
Team Prize: Simca (Quinlin, Scaron, Dr. Angelvin).
Stuart Trophy: Allard (Allard:Warburton).
Prix de la British Trials Drivers' Association: Allard (Allard:Warburton).
Barum Challenge Trophy: Simca 8 (Manson: Meisl).

RESULTS OF THE RALLY

GENERAL CLASSIFICATION

Order, car, c.c., team, start and markings.

			From	Test Times sec
1	**Hotchkiss 3,485**	**(M. Becquart : H. Secret)**	**Lisbon**	**45.2**
2	**Humber 4,086**	**(Gatsonides : Barendregt)**	**M.C.**	**46.58**
3	**Simca 1,090**	**(Quinlin : Behra)**	**M.C.**	**49.34**
4	**Simca 1,221**	**(Scaron : Pascal)**	**M.C.**	**50.1**
5	**Simca 1,221**	**(Dr. Angelvin : Chaboud)**	**M.C.**	**71.66**

(The above lost no marks on the road section).

				Marks Lost
6	Buick 4,030	(Wollert)	Stockholm	34.2
7	Chevrolet 3,549	(Dr. Sprenger van Eijk)	M.C.	43.2
8	Allard 4,375	(Allard : Warburton)	Glasgow	49
9	Simca 1,090	(Manzon : Meisl)	M.C.	53.4
10	Ford 3,916	(Nelleman : Sobye)	Stockholm	57.9
11	Peugeot 1,290	(Dubois : de Cortanze)	Lisbon	62.4
12	Volvo 1,420	(Ohlsson : Carstedt)	Stockholm	64.2
13	Simca 1,090	(Lambelet : Degiampietros)	M.C.	79.3
14	Delahaye 4,500	(Trevoux : Lesurque)	Lisbon	91.5
15	Hillman 1,265	(Harper : Evan Cook)	Glasgow	99.6
16	Simca 1,221	(Mmes Rouault : Gordine)	M.C.	103.5
17	Panhard 610	(Van der Heijden)	M.C.	105
18	Hotchkiss 3,485	(Worms : Mouche)	M.C.	112.9
19	Renault 760	(Sandt : Grosgogeat)	Lisbon	114.7
20	Citroen 1,911	(Sjoqvist : Cederbaum)	Stockholm	124.3
21	Standard Vanguard 2,088	(Milton : Edge)	Glasgow	124.4
22	Simca 1,221	(Averseng : Lauga)	Lisbon	132.3
23	Simca 1,221	(Profichet : Noguères)	Lisbon	135.9
24	Chevrolet 3,549	(Werngren)	Stockholm	136.3
25	Citroen 2,867	(Dechamps : Lepage)	M.C.	136.6
26	Citroen 2,860	(Lauvergnat : Malleret)	Lisbon	137.8
27	Volkswagen 1,131	(Cte Einsiedel : von Gorne)	Stockholm	140.1
28	Panhard 610	(Lapchin : Plantivaux)	M.C.	143
29	Simca 570	(Martin : Gay)	M.C.	149.1
30	Ford 1,172	(Lamminen : Matti Tainio)	Stockholm	149.2
31	Allard 4,375	(Potter)	Glasgow	151.4
32	Renault 760	(Kreisel : Perk)	M.C.	152.1
33	Peugeot 1,290	(de Ridder : Thormann)	M.C.	155.1
34	Ford Vedette 2,158	(Chiron : Louveau)	M.C.	158.8
35	Hotchkiss 3,485	(Ramos Jorge : Ortigao Ramos)	Lisbon	159.4
36	Vauxhall 1,781	(Heideman : Bosch)	M.C.	159.9
37	Hillman 1,265	(Kouwenberg : de Rooy)	M.C.	173.8
38	Allard 4,375	(Imhof : Hutchison)	Lisbon	181.7
39	Hillman 1,184	(Anderson : Hastie)	Glasgow	186.1
40	Riley 1,496	(Hayward : Kempe Roberts)	M.C.	194.4
41	Ford Vedette 2,158	(Levegh)	M.C.	204.7
42	Volvo 1,420	(Hansson : Eriksson)	Stockholm	208
43	Standard Vanguard 2,088	(Wisdom : Black)	Lisbon	224.8
44	Jowett Javelin 1,486	(Wise : Wilson)	Glasgow	242.6
45	Citroen 2,867	(Modderkolk : van Riel)	M.C.	242.8
46	Sunbeam-Talbot 1,944	(Hartwell : Monkhouse)	Glasgow	242.9
47	Simca 1,221	(Lafargue de Grangeneuve : Stevens)	M.C.	245.2
48	Austin 2,199	(Glenie : Dunn)	Glasgow	277
49	Simca 570	(Blondel : Monestier)	M.C.	295.8
50	Ford 1,172	(Knegtel : Mutsaerts)	M.C.	346.7
51	Peugeot 1,290	(de Lacombe : Langrenay)	Lisbon	348.5
52	Simca 1,090	(Lasur : Roque)	M.C.	355
53	Vauxhall 2,275	(Carter : Carter)	Glasgow	376
54	Citroen 1,911	(Beckman : Flinterman)	M.C.	383.2
55	Saab 764	(Mme Greta Molander)	Stockholm	386.4
56	Renault 760	(Rosier : Rosier)	Lisbon	418.7
57	Ford 3,920	(de Jong : de Jong)	M.C.	421.4
58	Ford 3,622	(Holt : Asbury)	Glasgow	441.8
59	Ford 3,916	(Hartley : Larsson)	Stockholm	445.4
60	Citroen 1,911	(Loevenbruck)	Lisbon	445.7
61	Ford 3,920	(Giro : Soler)	Lisbon	462
62	Singer 1,506	(Greenhalgh : Soucup)	M.C.	471.1
63	Simca 570	(Orsetti : Costa)	M.C.	486
64	Allard 4,375	(Wick : Appleton)	M.C.	523
65	Ford 3,920	(Fabregas Bas : Fon: Verdiell)	Lisbon	553.5
66	Sunbeam-Talbot 1,944	(Garrad : Cut)	Glasgow	554.4
67	Renault 760	(Landon : Briat)	Lisbon	603.6
68	Sunbeam-Talbot 1,944	(Pearman : Chipperton)	Glasgow	624.5
69	Saab 764	(Bergquist : Mellde)	Stockholm	628.4
70	Hillman 1,265	(Hiskins)	Glasgow	656
71	Delahaye 3,557	(Crovetto : Mahé)	M.C.	661
72	Citroen 1,910	(Voigt Nielsen : Jacobsen)	Stockholm	667.4
73	Jowett Javelin 1,486	(Miller : Russell)	Glasgow	673.8
74	Ford 3,622	(White : Spring)	Glasgow	693.3
75	Lancia 1,486	(Brauner : Eklund)	Stockholm	695.6
76	Ford Vedette 2,158	(Clostermann : Alin)	Lisbon	705.4
77	Bristol 1,971	(Newton : Bancroft)	Glasgow	734
78	Fiat 1,089	(Gerlach: Nijhoff)	Stockholm	746
79	Renault 760	(Vernet : Bonnet)	Lisbon	748
80	Simca 570	(Otterbein : Brousse)	M.C.	753.5
81	Ford 3,622	(Savelkouls : Speelman)	Oslo	779.5
82	Renault 760	(Pons : Arnaud)	M.C.	784.8
83	Ford 1,172	(Guest : Guest)	Glasgow	797.4
84	Ford 2,158	(Taulelle : Lebrun)	Lisbon	817.6
85	Delahaye 3,557	(Constantin : Strich)	Stockholm	837
86	Panhard 610	(Lachaize : Meignen)	Lisbon	864.5
87	Renault 760	(Galopin : Mme. Anthonissen)	Lisbon	875.6
88	Tatra 2,958	(Lanski : Erichsen)	Stockholm	880.9
89	Ford 3,620	(Pil : Hermansen)	Stockholm	895.1
90	Chrysler 4,480	(Rikkila : Juuranto)	Stockholm	905.1
91	Renault 760	(Descams : Mauroux)	Lisbon	926
92	B.M.W. 1,971	(Andersson : Andersson)	Stockholm	969.7
93	Fiat 570	(Loman : Lioni)	M.C.	969.8
94	Hotchkiss 3,485	(de Rijk : Bijl)	M.C.	975.9
95	Renault 760	(Lecat : Senftleben)	Lisbon	986.1
96	Jowett Javelin 1,486	(Grimley : Phillips)	Glasgow	1,016.4
97	Lagonda 4,453	(Franklin : Burgess)	Glasgow	1,052.9
98	Renault 760	(Daligand : Gil)	Lisbon	1,054.1
99	Ford 4,185	(Lieb : Lieb)	Florence	1,057.4
100	Nash 2,830	(Blansjaar : Niekerk)	M.C.	1,065.2
101	Citroen 1,911	(Thieme : Veenstra)	M.C.	1,084.6
102	Fiat 570	(Kluck : Kluck)	M.C.	1,094.8
103	Lea-Francis 1,769	(Croft Pearson : Mrs. Croft Pearson)	Glasgow	1,126.7
104	Ford Vedette 2,158	(Marmonier : Gergaud)	Lisbon	1,145.8
105	Renault 760	(Nau : Leblanc)	Lisbon	1,165.1
106	Ford 3,920	(Dr. Eggink : Mme. Eggink Blokker)	M.C.	1,184.4
107	Buick 4,060	(Bakkum : Baars)	M.C.	1,196.1
108	Allard 3,622	(Black : Edgard)	Glasgow	1,225.5
109	Jowett Javelin 1,496	(Turner)	Glasgow	1,244
110	Riley 2,443	(Brinkman : Ellis)	Lisbon	1,245.6
111	Hillman 1,265	(Shears : Parker)	Glasgow	1,248.5
112	Simca 1,090	(Mme. Angelvin : Largeot)	M.C.	1,254.6
113	Studebaker 2,785	(Rupert : Verbeek)	Florence	1,265.5
114	Bristol 1,971	(Murray : Innes)	Glasgow	1,283.4
115	Renault 760	(Colas : Canello Rapp)	M.C.	1,284.6
116	Renault 760	(Scholleman : Bernard)	M.C.	1,324.9
117	Ford Vedette 2,158	(Vanderspek : Bedford)	Florence	1,326.8
118	Hillman 1,265	(Walshaw : Henson)	Glasgow	1,344
119	Hotchkiss 3,500	(Marchand : Babou)	M.C.	1,360
120	Simca 1,090	(Carpentier : Assemats)	M.C.	1,365.1
121	Kaiser 3,700	(Gc vers)	M.C.	1,418.3
122	Jaguar 3,485	(Rockman : Pulver)	Glasgow	1,423.9
123	Citroen 1,911	(Hotz : Hotz)	M.C.	1,447.6
124	Simca 1,221	(Marsan: Settimo)	M.C.	1,467.3
125	Peugeot 1,290	(Fulconis : Audibert)	M.C.	1,495.6
126	Studebaker 2,786	(Lovgren : Lugren)	Stockholm	1,495.6
127	Peugeot 1,290	(Besse : Verbugghe)	Lisbon	1,577.2
128	Simca 1,221	(Jonsson : Pettersson)	Stockholm	1,625.6
129	Skoda 1,089	(Haarlaar : Apetz)	M.C.	1,636.2
130	Vauxhall 1,442	(Bartlett : Salvage)	Glasgow	1,638.2
131	Ford 3,700	(Ctsse van Limburg Stirum : Mme. Stahl Wytema)	M.C.	1,644.8
132	Jowett Javelin 1,486	(Barsley : Dudgeon)	Glasgow	1,741
133	Bentley 4,257	(Reichmann : Goelst)	M.C.	1,776.2
134	Renault 760	(Francois Sigrand : Berteaux)	M.C.	1,856.4
135	Simca 1,221	(Mme Stille)	Stockholm	1,896.3

Special Section : Delettrez Delahaye 4,450 Diesel (Delettrez: Delettrez) 1,379.4

308 entries, 28 non-starters, 98 retirements, 136 finishers within time limit.

CLASS WINNERS

Class 2 : 1, Simca, 1,221 (Scaron : Pascal) ; 2, Simca 1,221 (Dr. Angelvin : Chaboud) ; 3, Peugeot, 1,290 (Dubous : de Cortanze).
Class 3 : 1, Simca 1,090 (Quinlin : Behra) ; 2, Simca 1,090 (Manzon : Meisl); 3, Simca 1,090 (Lambelet : Degiampietros).
Class 4 : 1, Panhard 610 (Van der Heijden) ; 2, Panhard 610 (Lapchin : Plantivaux) ; 3, Simca 570 (Martin : Gay).
Coupe des Dames : 1, Simca 1,221 (Mmes. Rouault : Gordine) ; 2, Saab 764 (Mme. Greta Molander) ; 3, Simca 1,090 (Mmes Angelvin : Largeot).

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Improvisation

IT has been said maliciously that the larger service stations are anxious to return to the carefree life and confine their activities to the relatively new car. A friend's experience of this, when he requested a quotation for reconditioning a 1935 model, ran true to form, and he was advised that it would not be worth while. This was followed by familiar explanations about the non-availability of some of the spare parts, which would call for improvisation, and the possible reflection on the firm's reputation which might result.

Had he insisted, I do not doubt that a quotation would have been forthcoming, but, on reflection, he decided

Would not be worth while.

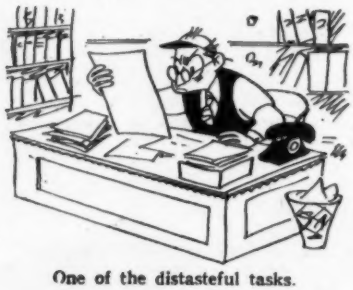
to find an establishment where pride was taken in a task calling for more than the replacement of worn parts. "Perhaps," he says, "when I find such a firm, I will not be advised to relegate a good car to the breakers, wait some years for a new car, and pay about £900 more than I wish."

Anyway, I always thought that scope for initiative was the spice of life to a British mechanic—or do I belong to the too-old school?

✦ ✦ ✦

Easing the Burden

REJECTION of contributors' material is one of the sometimes distasteful tasks that come the way of editorial staffs. It is not often eased by the contributor including a small form of his own devising, containing the various classes into which



One of the distasteful tasks.

he imagines his work may fall for disposal. The Scribe recently encountered a fragment of modern Chaucerian verse, and the writer suggested it might be disposed of as "Dull," "Unintelligible," or "Too long for the space available." As it happened, the last category applied, but it was not dull or unintelligible, and to prove it a little of this description of a Middle English breakdown may be quoted.

> Then one outspake, "Thys ys a ferly thynge,
> Petrol ther ys, and spark, but non rennyng;
> Lat us pul forth the plugges, al and some."
> And so they did. Behold, they wer strook dombe,
> For on the poyntes water did abyde.

It is a pity that one cannot give the rest of this anachronistic piece.

✦ ✦ ✦

Tailor's Rhymes

ON the high road between Manchester and Oldham is Failsworth Pole, which is worth an inspection by the stranger. It is an unusually lofty piece of timber, with direction arms, topped by a gilded cockerel, and is always brightly painted in colours. An inhabitant of Failsworth informed me that it is a widely known landmark.

Around its base is a small garden and on this the local authority has placed a granite slab bearing the record of the pole. "This our Loyal Standard of Failsworth was erected January 1st, 1793, to the King, Church and present glorious Constitution."

There follows a twelve-line poem, curiously worded, and written in 1830 by a tailor, John Moffat by name, who lived at nearby Crockey Hall.

✦ ✦ ✦

Nauseating

WITH no apologies I reintroduce the unpleasant subject of car-sickness. The modern trend in suspension is, I think, going to bring this back into prominence, for springing is now soft, large of amplitude and slow of rate. The result is that minor unevennesses in the road disappear and major upheaval becomes incredibly bearable.

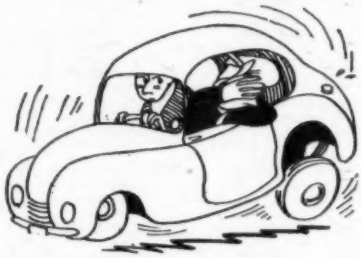
But not to the squeamish occupant, for in place of sharp shocks and bounces he is subjected to a floating sensation, with very slight movement of the body in almost any plane, and often diverging from the movement of the chassis. There is nothing to which the uneasy stomach is more sensitive, and as the soft form of suspension—which used to be typically transatlantic—becomes more universal the amount of nausea to passengers is likely to increase sharply.

Manufacturers are understandably reticent on this subject, and many people, particularly drivers, feel that the squeamish are a very small minority. I doubt that; as passengers, I estimate that 50 per cent of people can be upset in 150 miles of fairly fast going on British roads in a softly sprung car.

✦ ✦ ✦

The Facts

THE more one investigates this subject the more inexplicable it becomes. I have found that fair-haired people are more easily afflicted than dark-haired. I know one motorist who was at sea long enough during the war to have conquered sea-sickness but who is still prone to car-sickness. I have heard of a hundred cures and have failed to be convinced of the efficacy of a single one; similarly, a hundred reasons for nausea are advanced, without any proof being possible. You will have noticed how silent on this subject are the many medical readers of *The Autocar*. I do not know if professional ethics forbid them to give us the benefit of their expert view, but I think they would admit that, like the common cold, travel sickness has them baffled. I wish it were otherwise, because amongst my acquaintances are



Rapidly changes to misery.

many whose enjoyment of motoring rapidly changes to misery after far too few miles.

The most difficult feature to explain of this distressing complaint is the fact that many sufferers as passengers are absolutely immune as drivers. Could someone tell us why *that* is? The driver must be subjected to exactly the same car movements as the passenger. It has been said that, because he is in control of the car, his stomach knows exactly what will happen next and prepares itself for it. Yet I have seen men at the wheels of ships and the helms of small boats who were none the less in agonies of sea-sickness. An unpleasant, but important, subject.

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STATISTICIAN'S HOLIDAY

AN ATTEMPT TO INDICATE THE ANSWER TO THE BIG QUESTION OF THE FUTURE, WITH THE ASSISTANCE OF A NEW REPORT ON THE MOTOR INDUSTRY

IN the fantastic world of initialdom, where the Scandanglians wrestle with the Uniscanians, and Unesco and Unscob TUC-TUC merrily all over the MAP, the word PEP has meant something for a long time. Political and Economic Planning was founded in 1931, and has nothing to do with political party; until the last general election its name had not become its misfortune. It is noted for factual publications of great detail which invariably become textbooks on the subject chosen, and such a fate is plainly in store for its latest, *Motor Vehicles*, PEP Engineering Report No. II*. The subtitle of this volume says that it is a report on the organization and structure of the industry, its products, and its market prospects at home and abroad. The reviewer can add nothing to this except to say that it is commendably up to date and the best thing of its kind that has come within his compass.

PEP's report on the motor industry is primarily for the student, the economist, and the executive. Outside that it should interest anyone connected with the industry, and the politically conscious reader; its publication at such a time as the present is opportune, if only as an antidote to the amount of mud which is slung at the motor industry by party men of various colours, for in the hands of PEP the industry emerges as a live force, very important now and in the future, with few blemishes on its record and a fine inquisitiveness as to what lies ahead on the path of progress. The facts are presented with an accuracy that is noteworthy; model names and firms' titles are quoted with the hyphens in the right places, and one copy at least has already taken its place on a reference bookshelf that matters—that of this journal, in spite of its own continuous publication from the very beginnings of the industry. No higher tribute could be paid to it from this source.

Nemesis Approaching?

It is permissible, therefore, to select from this volume some of the statistics which illustrate the theme of the present article, the theme being that the time for decision is coming ever closer. It will be recalled that this journal has emphasized many times the dilemma that confronts the Government. If overseas sales of cars drop off, are the excess vehicles to be released on the home market? If not, will the Government curtail production and permit the resulting unemployment? PEP hazards an encouraging answer:

> "Strict adherence to these restrictions (75 per cent export quota) during a period of falling export demand—the reduction, in absolute terms, of deliveries to the home market—seems most unlikely; with unemployment spreading in the industry the authorities would scarcely wish to increase it. Indeed, they might be willing to use the palliative ready to hand: an absolute increase in sales to the home market. To refuse such an increase would be to provoke opposition from producer and consumer, labour and management, which would be far stronger and more united than any encountered by export policy immediately after the war, and which would have to be met by appealing to economic principles less easily grasped than those of a simple export drive."

How far is PEP's optimism borne out by experience up to now? To ascertain this let us tabulate export percentages over the last two years, taking the figures of production from the *Statistical Digest*. The result is alongside.

It requires no Einstein to deduce from this table that in 1948 98,153 cars went to the home market, and that in the first eleven months of 1949 a further 127,402 followed suit. An unofficial figure has been given for the year as a whole, but this article is not concerned with unofficial figures; obviously, however, the number for the year should approach 150,000, although the devaluation fillip to exports must be reckoned with in guessing the December figure.

To be quite fair to the Government this total should be contrasted with the figure of just over 270,000 which went to the home market in 1938, for it approaches it much more closely than most people think. The "trickle" of cars to the home market these days is frequently criticized, but it should be appreciated that the "trickle" is a reasonable stream compared with pre-war figures, and justifies its description only when considered in the light of a tremendous back-log of orders and a delivery delay of three years, often plus.

Requirements

PEP takes a shot at estimating home market requirements, assuming an average car life of twelve years. It finds that, on the basis of 1948 figures, an average of about 85,000 cars a year would be required permanently in order to keep business motorists on the road, and to maintain the whole fleet at the 1948 level would require 170,000 cars annually, "even as a long-term average." However, there are no signs yet that the car market at home has reached saturation point, nor is anyone able to make a competent appraisal of where saturation point may lie. There are far too many factors involved, and some of the borderline ones may exercise quite remarkable influence. For instance, the increasing cost of railway fares is a borderline factor. But who is to judge at what point increased railway fares begin to cause people to buy cars? And, having obtained them, how many rail journeys, for how many people, would the owners cause to be replaced? And how many of the travellers thus newly served by four wheels instead of a hundred would thereupon be influenced to buy cars? Plainly speculation can run amok on these types of questions.

To return to 1950 supplies, however, is to enter almost as speculative a field. There is the home market "target" figure, which may be dismissed as an ideal, if that is the

Year	Month	Production for Export	Total Production	Percentage for Export
1948	January	16,792	25,185	67
	February	15,630	23,379	67
	March	23,928	32,349	74
	April	20,406	26,311	78
	May	20,349	26,573	77
	June	25,131	36,159	69
	July	18,491	27,971	66
	August	16,034	21,947	73
	September	25,229	34,629	73
	October	18,086	26,156	69
	November	17,485	25,723	68
	December	19,101	28,433	67
1949	January	18,401	28,597	64
	February	19,037	29,910	67
	March	26,442	37,676	70
	April	18,149	28,547	64
	May	21,376	31,609	68
	June	25,802	40,370	64
	July	15,975	25,515	62
	August	20,105	30,322	66
	September	26,043	43,608	60
	October	24,463	37,678	65
	November	27,865	37,178	75
	December	n.a.	n.a.	

Average Monthly Export Percentage Over Year:
1948 ... ... 70.7
1949 ... ... 65.9 (11 months)
Percentage of Year's Production Exported:
1948 ... ... 70.7
1949 ... ... 65.7 (11 months)

* PEP (Political and Economic Planning), 16, Queen Anne's Gate, London, S.W.1. 15s.

STATISTICIAN'S HOLIDAY . . . . . *continued*

word, unlikely to be insisted upon; it is in the neighbourhood of 110,000. With steel supplies increasing, and, what is more important for the motor industry, new rolling mills coming into operation—though Margam must await 1951—car production is likely to increase substantially. The works capacity is there. Exports have been given a considerable fillip by devaluation, but the permanent effect of the new rates of exchange cannot yet be gauged with any accuracy. Against the beneficial effect of devaluation must be set the lessening of export demand, if indeed a lessening is likely. This is by no means certain yet, but is probable this year.

PEP recalls that in 1948 the S.M.M.T. estimated tooled-up car capacity to be 600,000 a year. In the middle of 1949 manufacturers were estimated to be working at 65 per cent of capacity and the production figure for the year was over 400,000. Suppose, then, that 1950 production could be hazarded at 500,000. If home market supply were restricted to 110,000, that would leave 390,000 to be exported, against about 280,000 in 1949. Shipping alone would prevent this huge figure from being realized. Even a realization of the 75 per cent export target would demand that 375,000 cars should go overseas.

The imponderable of the General Election is what makes this guessing game so hazardous. If the Tories were returned to power the 500,000 output figure might well be permitted, with export at a maximum and the remainder for the home market. In that case it is just possible that 300,000 cars might be sold abroad, leaving 200,000 for the home market. It might be predicted that a Tory government would not restrict production for the arbitrary reason of preventing cars from overspilling into British garages, although it would obviously have to *control* production in the best interests of raw material demands, and therefore the industry would be unlikely to be permitted to go all out for its 600,000 cars in the year. If Labour is returned again a continuation of present policy must be expected and the big question of a production cut is therefore posed. One sidelight shines an unhealthy red on the possible answer. The Government have warned the industry that if it does not sell more commercial vehicles abroad production will be restricted, presumably by steel control (although this method has not succeeded so far). The suspicious might say that to make a similar warning regarding private cars just before the election would be bad politics, but that after the election, and armed with a new mandate, the Socialists might be less considerate towards the car-owning classes.

However, against the gloomy view which this suspicion inspires must be balanced two things—manufacturing costs and the position of the motor industry in the British economy. With the former it is axiomatic that high production means cheaper cars. On page 128 of its report, PEP quotes the Advisory Council of the Motor Industry on the subject:

> "The motor industry is, *par excellence*, the industry of mass production, or continuous-flow production. In batch production, to step up the rate of output from 1,000 a year to 2,000 a year may well lead to a saving of, say, 7½ per cent in the cost per unit. But in flow production, an increase in the rate from 1,000 to 2,000 a week may well give savings of 15 per cent or 20 per cent in the cost per unit."

As to the position of the motor industry in the economy of the country, PEP may well be quoted again, because of the value of its opinion as an independent authority:

> "With a unique interest for the general public the British motor industry combines great economic importance. Exports of motor vehicle products in 1948 amounted to more than £115 million, not far short of Britain's sales of cotton goods and almost enough to pay for the year's imports of wheat and flour.
>
> "The part played by motor vehicle manufacture is the more significant because the industry is relatively new. Between the first and second World Wars the pattern of British industrial production was gradually and in some ways painfully altered; the rise of new industries was accompanied by the decline of old ones through years of depression and unemployment. By enforcing rapid and temporary changes and by greatly increasing the need to export, the last war aggravated the difficulties of adjustment. To some extent the problem is one of fitting old staple industries, such as coal and cotton, to do what will be required of them in the new situation, but still more urgent is the task of ensuring that Britain can compete effectively in the newer forms of production. There will be few more telling indications of the adaptability of the British economy than the performance of the motor industry.
>
> "In many ways the industry is well fitted to pass the test. Because its history during the 'twenties and 'thirties was one of expansion and prosperity, and because motor manufacture was of great importance in equipping the country for war, its plant and machinery have generally been kept in good condition. For the same reasons—because, moreover, it is still the centre of rapid and widely publicized technical advance—its technicians and executives are, on the whole, unusually young and keen. The major part of its production is concentrated in a few firms able to command the capital needed for modern equipment and ambitious planning."

It would be an extremely foolish Government that jeopardized the well-being of such an industry for the sake of a few thousand cars kept off the home market.

M. B.

ENGINE CAPACITY AND INSURANCE: OBSOLETE BASIS NEEDS REVISION

RECENTLY *The Autocar* reported that research groups of the Insurance Institute of London had decided against making any violent change in the methods of assessing motor insurance premiums. Broadly, it was agreed that from the underwriter's point of view the driver is the essential consideration and that policies may eventually be redrafted to cover the individual rather than the car, but the likelihood of any revision is remote.

The reports are interesting, particularly because to one of the groups engaged on an examination of current factors the adviser was an experienced underwriter, until last year assistant general manager of a famous tariff office.

The h.p. formula for insurance was devised by Mr. Walter Bersey, who did not start his career in insurance. He was originally a partner in the old Farman Automobile Agency in Long Acre, London. Employed extensively as an engineer, he was critical of the methods of assessing premiums which, in those days, were payable according to benefits selected. Bersey's lively mind evolved a scheme whereby h.p. and value decided the rate. The formula worked, and, in a romantic age of development, soon drove out the old method of rating. But is it not now time that it was itself superseded?

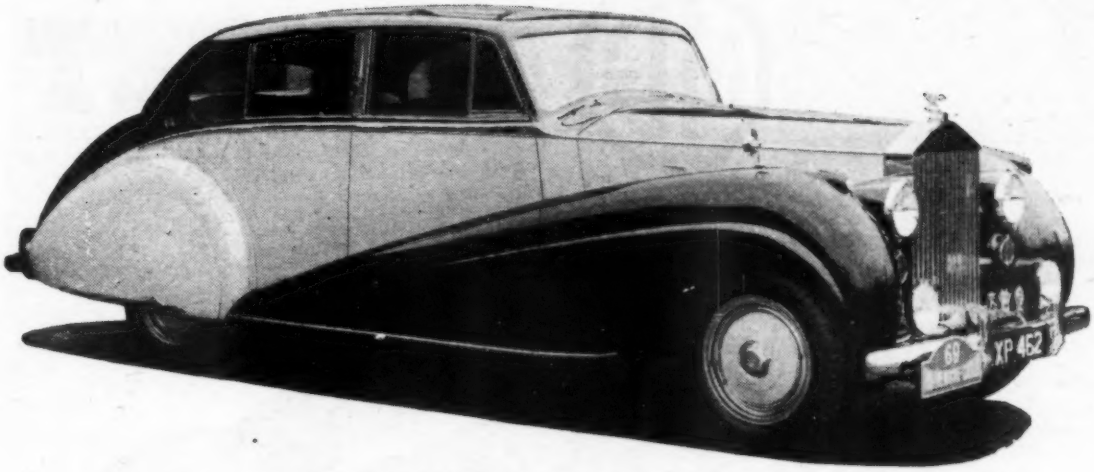
In 1930 the underwriting adviser referred to earlier (Mr. Herbert Rowntree) was arguing and lecturing in Yorkshire in this way. He pointed to the discrepancies arising when a six-cylinder Morris Oxford of 1,938 c.c. was rated at 14.9 h.p. and cost £15 12s 6d to insure. A four-cylinder Hillman of 1,955 c.c. was rated at only 12.8 h.p. and cost to insure £13 2s 6d, yet both cars were of approximately the same c.c., whereas a Morris Oxford could be bought for £285 and the Hillman cost £385—a huge difference in 1930 which could not but cause heavier cost for replacements.

Mr. Rowntree's plan involved a system of grouping and a control standard. Each new model as it came out would be allotted to a certain group by a committee of underwriters and motor engineers. The assessment for grouping would be based on such things as selling price (essential to arrive at the full cost); brake horse-power in relation to weight and stability and braking efficiency; design and vulnerability to damage and accessibility for repair; availability of replacements. Probable usage featured large in the scheme. The different types of driver attracted to two models identical in cubic capacity but vastly different in performance are obvious. The risk from the insurer's point of view is, therefore, governed by the type of car into which the engine is built and the type of driver who will constantly handle it; not by the size of the engine.

The obvious time of recent years to effect a revision was when the smallest number of cars was insured, and this must have been at some point during the war. That opportunity was lost. Today the staffs of all motor departments must be flooded with work, and the difficulties of effecting a revision are immense, even if the general body of underwriters accepted the need for a new formula.

The R.A.C. rating has gone from new car taxation. But buyers here are still to some extent influenced by the old feeling that insurance costs "£1 per h.p.," so design remains arbitrarily affected and directed towards the production of the lower c.c. cars.

Monte Carlo Rally



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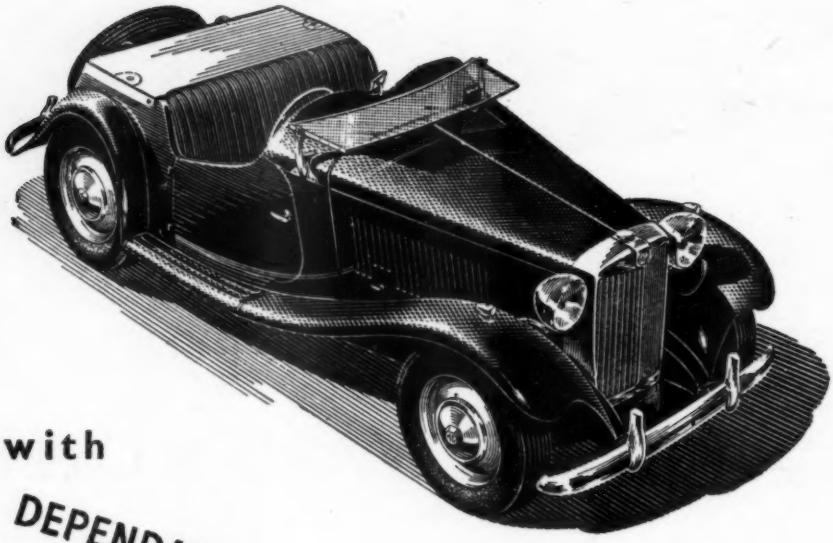

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NEWS and VIEWS

DAGENHAM TO HAVE £1,000,000 RE-TOOLING AID

E.C.A. Funds for Ford

NEWS from Washington, U.S.A., says that the Economic Co-operation Administration has approved the spending of over £1,000,000 worth of Marshall Aid dollars in order to assist the Ford Motor Co. of Dagenham in their re-tooling plans.

R.A.C. Certified Trials

THE resumption of certified trials, so popular before the war, has been announced by the R.A.C. While tests confined to the development and construction of automobiles and their ancillary equipment are not undertaken, the R.A.C. will conduct trials in respect of the utilization of cars or their equipment.

The trials and tests will be of a practical and not an academic nature, with the motor user's viewpoint primarily in mind. Comparative trials will not be undertaken.

December Exports

EXPORTS of cars and chassis in December show a somewhat sharp reduction in total value over the November figure. The value was over £1,000,000 less for the final month of the year.

Continental Car Ferry

THE number of cross-Channel ships is to be augmented by the Railway Executive, which has ordered the construction of a vessel intended primarily to provide for the rapidly increasing traffic in private cars by the Dover-Calais and Folkestone-Boulogne routes.

The ship is designed to carry about 126 cars, which it will be possible to handle either by crane, or by means of direct end-on loading. To provide for motorists accompanying their cars, she will be capable of carrying up to 700 passengers, and will have the usual range of public rooms, restaurant and buffet, and private cabins.

Allards in U.S.A.

GREAT interest in the new Allard J2 competition two-seater has been experienced in the U.S.A., and the makers report a steadily growing volume of orders for this and the other models which were already well known. In South America, Venezuela, Ecuador and Peru have added themselves to the order list, which already included Argentina, Brazil, Chile and Uruguay.

Ice Causes Chaos

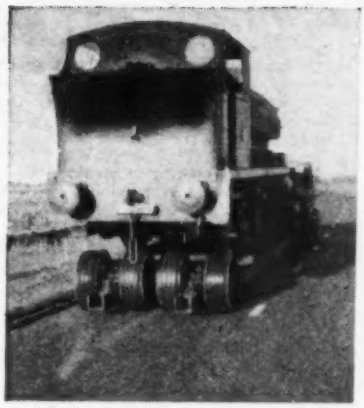
THE sudden arrival of wintry conditions caused widespread dislocation of traffic last weekend. An extraordinary traffic block occurred on Monday morning, on the main London-Oxford road, beyond High Wycombe. Rain fell at 7 a.m., and froze as it fell. The road was covered with a smooth surface of ice like glass, and cars and trucks were completely encased in ice. Traffic quickly piled up and hundreds of vehicles were brought to a standstill for hours in a jam five miles long. Drivers of articulated six-wheeler lorries, carrying cars for export, reported that it had taken them two hours to climb the mile-long Aston Rowant hill and, once at the top, it took them another hour to move a further 50 yards. Traffic going west from High Wycombe took three hours to travel five miles. It was after 11 a.m. when the thaw began and normal traffic movement was restored.

Head Lamps and Lighted Roads

ACCORDING to the Chief Constable of Lancashire head lights should not be switched off immediately on entering an area with street lighting. He has been disturbed by the number of running down cases involving vehicles using side lights only and deprecates switching off head lamps even if other drivers flash their annoyance. Head lights should be used wherever the prevailing light is inadequate for good visibility.

You Have Been Warned

THOSE with a love of four wheels of their own and the open road will take due heed of the following statement by a British Railways solicitor in opposing a road licence at the East Midland Traffic Court: "I submit the point has been reached when the court must say to the public, 'The trains are there. You must use them.'"



Trespasser; you meet all sorts of things on the King's Highway. This queer outfit was overtaken by a member of the staff en route to Bournemouth.

October Registrations

LATEST new car registrations published, for October, 1949, show that during the month 14,883 cars went on the road for the first time in this country. This figure was somewhat above average, and was divided into the following c.c. categories:

Up to 1,000 c.c.	2,158
1,000 to 1,500 c.c.	7,366
1,500 to 2,000 c.c.	,706
2,000 to 2,500 c.c.	3,417
Over 2,500 c.c.	1,236
Total	14,883

ONLY NEW POWER UNIT WILL CHANGE DESIGN

THE "new look" in motoring will remain until a new form of power unit is developed because, contrary to public opinion, it is essentially functional. This opinion was unanimously agreed when three engineers, Mr. H. I. F. Evernden, of Rolls-Royce, Mr. J. R. Stanfield, of Austin, and Mr. W. J. Belgrove, of Standard, spoke on "Fashion and Design in the Motor Industry" at a luncheon meeting of the Design and Industries Association last week. Mr. G. James Allday was in the chair.

It was considered that the present form of power unit had developed to a stage of dependability which, assisted by the interval of the war years, had permitted design to concentrate on increased riding comfort and economy, reduced weight and the incorporation of extensive fittings into the bodywork to facilitate cleaning and reduce drag. Mr. Evernden pointed out that the general need for reduction in cost had led to many new features which might not necessarily be improvements, but bench assembly of components was now in demand. National styles were now consolidating themselves, he said, the Italian designs being particularly noteworthy for their freedom from non-functional adornment and purity of line.

The British industry, he added, had to produce a new style for export because it was engaged in trying to sell cars to dollar countries which already had plenty of cars of their own. However, the British public could not be dictated to like American car buyers, and it was to be hoped, therefore, that Britain would not sacrifice important features for style, or adopt innate adornment.

Mr. Stanfield maintained that the English style must develop without overseas influence, although some similarity was bound to occur. No changes should be made unless they were improvements, and the pre-war policy, so popular in America, of bringing out new models designed simply to make the previous year's look out of date, must be forgotten.

Now was the time, he said, for manufacturers to experiment and pay attention to detail improvements. There would be no real changes until a new form of power arrived, meanwhile the object was better and cheaper cars.

The U.S. had "got what it takes" in comfort, and their tooling was first-class, Mr. Belgrove declared. He agreed that Italy was supreme in stylish lines, but he suggested that Britain was producing car designs, resulting from the wartime pause, which could be called "clean-lining." There was no object in pandering to frontal appearance, thereby increasing drag, and, broadly speaking, design would remain fairly static until the "faint murmurings" of a new form of power became reality.

Answering questions after the addresses, Mr. Evernden pointed out that if a thing *is* right it *looks* right. Chassis designers were providing more floor space for luggage than ever before, but it was stolen by the stylists. In response, a stylist in the audience pointed out that there was no alternative. The public simply wouldn't have the spare wheel outside, where it

NEWS and VIEWS . . . . . continued

should be, so it took up valuable luggage space and, after a puncture, usually succeeded in making a muddy mess of the locker and anything in it at the time.

One of the ladies present asked why design staffs were all men. She was always tearing her nails slamming the door of her new car, and found exit and entry a difficult task. Mr. Allday regretted this state of affairs, but Mr. Evernden suggested a reason. He said that ever since he had had a lady on his staff life for him, as an engineer, had held no peace!

Gas Turbines

GAS turbines for road transport are discussed in the fifth edition of *Gas Turbines and Jet Propulsion*, by G. Geoffrey Smith, M.B.E., published yesterday for *Flight* by Iliffe and Sons, Ltd. The new edition has 386 pages, over 350 illustrations, and deals extensively with all aspects of turbine power units, as well as giving the full history of the invention. It is the standard text book on the subject, and is obtainable from booksellers or direct from the publishers at Dorset House, Stamford Street, London, S.E.1, price 21s.

Packaging Exhibition

IT has now been decided to hold the London Packaging Exhibition from January 30 to February 9, 1951, instead of in November, 1950. It will be held in the National Hall at Olympia. Over 100 exhibitors have already applied for space to the exhibition office, City Hall, Deansgate, Manchester.

Observe Geology

FOR the motorist with an eye for the formation of the countryside and its influence on the ancient history of man, *The Observer's Book of British Geology* is interesting and informative. Of a non-technical type this pocket-sized book provides an entirely new interest in scenery, and explains how one may deduce from rocks the nature of bygone landscapes, and how to expound the history of the earth from its origin as a planet to the appearance of man.

The Observer's Book of British Geology, by I. B. Evans, F.R.G.S., is published by Frederick Warne and Co., Ltd., Chandos House, Bedford Court, Bedford Street, London, W.C.2, price 5s.

F.B.I. Register

FOLLOWING an advance review of the *F.B.I. Register* on December 30, is the announcement that the 1949-50 edition has been published. It is available from booksellers or direct from Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1, price 42s post free.

Norwegian Touring

THIS book (*By Car in Norway*, by Joan Carme Steen) is made up of a selection of letters not, says the author, written for publication. None the less, in their artless way they give a great deal of information about South Norway, as well as conveying a picture of that pine-clad country. Excellent photographs whet the touring appetite and the maps are a model of clarity.

By Car in Norway is not published in this country, but by Oscar Andersens Boktrykkeri, of Oslo.

Bowes Museum's Friends

SAD news from the north suggests that the Bowes Museum, a great treasure house, referred to by G. Douglas Bolton in *The Autocar* of January 13, is in danger of deterioration through lack of funds. The Durham County Council has made a grant which improves the position, but donations are still badly wanted.

The museum is filled with articles of great artistic value collected by the late John Bowes and his wife, the Countess of Montalbo, who were also responsible for its construction. A new society, called *The Friends of the Bowes Museum*, has now been formed to provide financial aid for upkeep and further purchases. Membership of the society is 10s a year, and application forms are available from the Secretary-Treasurer, c/o the Curator, The Bowes Museum, Barnard Castle, Co. Durham.

Caravan Exhibition

AN annual exhibition of caravans, trailers and their equipment is to be organized by Trailer Publications, Ltd., 93-94, Broad Street, Birmingham, 15. This year the first of these exhibitions will be held, from April 21 to 30, at Wootton Hall, Warwickshire. The Hall is on the main road from Birmingham to Stratford, some 16 miles from Birmingham, and the exhibition, which will include holiday caravans and furnishings with commercial trailers and all kinds of equipment, will be held in the grounds.

Historical Research

IN June next, Fisher and Ludlow, Ltd., Albion Works, Kingsbury Road, Birmingham, 24, will complete their centenary and a special souvenir booklet is being prepared to mark the occasion.

Today the Castle Bromwich factory, of this important firm in the motor industry, covers approximately forty-five acres and employs 5,000 workers, much of the productive capacity being devoted to the manufacture of car bodies and general work for the industry.

THE CAUSES OF BREAKDOWNS: R.A.C. REPORT

IF the cause of every breakdown were carefully and accurately recorded, with details of the make and model concerned, it would be possible to analyse the weak points of all but the most recent cars. Although it would be of unusual interest to the motorist, such a scheme is not practicable for a variety of reasons.

However, the figures issued annually by the R.A.C., which give a broad analysis of the causes of breakdowns, compiled through its "Get-You-Home" service, go part of the way towards warning the motorist of the most likely reasons for roadside regrets.

The figures for 1949 show ignition, which accounted for 23 per cent of breakdowns, to be the prime trouble-maker. Which part of the ignition was at fault in each case is not stated but, during the winter, lack of attention to the battery is a safe bet, aided by minor defects in points and clearances, which would not cause trouble with a fully charged electrical supply.

The second main cause of failure is—rather surprisingly—axle shafts, which caused 1,455 calls for assistance, or 16 per cent of the total. Other back axle faults were responsible only for just over one per cent, and the total of front axle and steering breakdowns 3.7 per cent.

Carburation was the third largest enemy, causing 1,025 recorded breakdowns, or 11 per cent. Here again the defects cannot be itemized, but a clean-out of the petrol system and a check on the condition of the pump are evidently wise precautions.

After carburation the main dangers are over and the percentages given by the R.A.C. drop to 5.8 for the clutch, which is next on the list, and five for engine bearings. Over 400 cases of piston and cylinder defects provided 4.7 per cent, and accidents 4.2. From this point onwards every possible component takes its turn in the inglorious record of failure, which continues as far as bevels and worms (back axle) with 0.6 per cent.

The object of this record is, of course, to provide a guide to the potential "breakers down" of the future, but in drawing conclusions the average age of cars in use must be taken into account. The 16 per cent of breakdowns caused by axle shafts, for example, are almost sure to apply to pre-war cars, and is worth noting—but anyone, these days, can so easily belong to that unhappy 1.3 per cent classed as "Run Out of Petrol."

Police Request for Information

LAWYER - ON - WHEELS writes: When the police ask you, on a printed form, for the identity of the driver of your car on a given occasion, he being alleged to have been guilty of an offence, you have no right to answer back by asking what the offence alleged is. The police are empowered by Section 113(3) of the Road Traffic Act, 1933, to ask you as the owner, or "any other person," that question, and you or "any other person" asked must answer or be guilty of an offence. The police do not, at that stage, have to say what the alleged offence is.

This item of law was learned, to his cost, by the owner of a car who left it standing in a public street for one hour and twenty minutes in such a position as, in the opinion of the police, to cause an obstruction. No driver approached the car during that time, at the end of which the observing policeman went off. In due course the police enquiry under Section 113(3) came through, and the owner, instead of answering the question, wrote back asking what the offence alleged was. He was told, and then went on to raise points about the validity of the regulation in question.

The police got tired of that, and charged him with contravening Section 113(3), which they could have done at once without answering any of his questions. The owner was convicted and fined on that charge. (Pulton *v.* Leader, October 21, 1949.) Remember the parental advice and don't answer back!

Cars and the Election

THE LEGAL LIMITATIONS WHICH HAVE BEEN IMPOSED ON THEIR USE

WHAT may not now be done with a car during a general election campaign is set out in Section 88 of the Representation of the People Act, 1949. In plain English, this is the position: The section speaks of "motor vehicles," and defines them as "any mechanically propelled vehicle constructed or adapted for use on the road."

The section begins by forbidding generally, subject to its provisions, a certain use of a car if it is made "with a view to supporting or opposing the candidature of any individual as against any other or others at a parliamentary election." The use forbidden is the letting, lending, hiring, borrowing or using of any car "for the conveyance of electors or their proxies to or from the poll." So, speaking generally, you can take as many people to or from the poll in your own or a borrowed or hired car as you like, but you must not choose only voters of your own party. To do that would be conveying voters with a view to supporting your party candidate. The section says nothing about any other use of your car in support of the candidate of your choice during the campaign; but what you must not do is to be concerned in any way in the use of a car for the conveyance to and from the polling stations only of your co-supporters of that candidate. Apart from that you may take as many voters to the poll as you like; and if some busybody came along afterwards and accused you of having conveyed voters to the poll in support of your man because, it was alleged, you had carried many more of his supporters than of the other candidate's, then, if you had simply offered your car to all and sundry without enquiry as to their party label, and you had, in fact, conveyed more of the one party than of the other, you would have a complete defence because you would not have "knowingly" done so (S.88(1)).

Next, if you are minded to act in this public-spirited way, you had better not exhibit on the car a placard stating "Vote for Bloggs," or, as Section 88 (2) (b) has it, "indicating a preference for or against any candidate at the election." If you do carry such a placard on your car, even if, in fact, you, being a Bloggs supporter, carry more anti-Bloggs than pro-Bloggs voters to the poll, it will be presumed against you, "until the contrary is shown," that the car was being used in support of Mr. Bloggs.

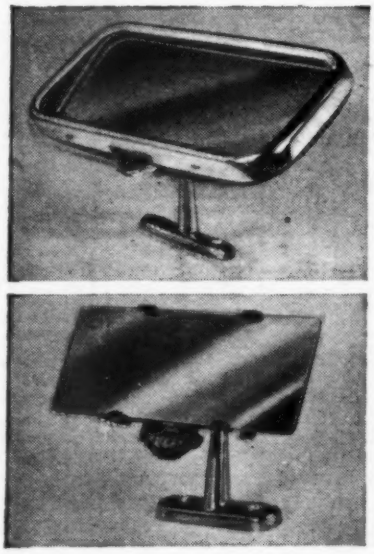
Next come (in S.3 (3)) the things which you may safely do: You may convey to the poll in your car to vote for your Mr. Bloggs, yourself, or "any member of the same household"; or you may borrow for that purpose the car of any member of your household. In other words, you may use your car in support of Mr. Bloggs by taking people to the polling station to vote for him so long as those people belong to your household. And "member of the same household" is defined by Section 6 (b), as including "a visitor spending the night before or after the day of the poll" and domestic—but not professional or business—servants employed at the home.

The candidate himself, or someone on his behalf, may use a car for conveying people to the poll if he observes two conditions: (a) the car must be registered with the returning officer, and bear a placard stating that it is registered; and (b) the number of cars employed by the candidate for that purpose must not exceed one for every 1,500 electors in a county constituency and one for every 2,500 electors in a borough constituency.

In a sentence, therefore, the only restriction on the use of your car during the election is in connection with the conveyance of voters to the poll. If you want to help Mr. Bloggs by doing that you must get out your dog-cart or take voters along on the back of your push-bike.

One curious sidelight on this business is that the Act concerned permits an *unlicensed* car to be used to convey voters; it must, however, be covered for third-party risks. LAWYER-ON-WHEELS.

Anti-Dazzle Rear Mirrors

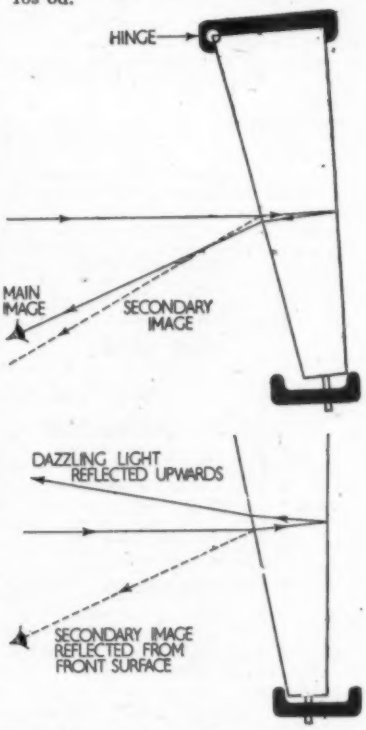


The plain mirror, model 587/103, and the more advanced prismatic type (top), model 584-5/103.

THE Lucas anti-dazzle dipping mirrors, with which many readers will already be familiar, provide a completely efficient solution to the discomfort of rear dazzle at night. There are two types, of which model 587/103 is a plain mirror, suitable for upright or pendant mounting. In its normal position, it gives the usual rear view. Finger pressure on a small lever moves the mirror into a second position in which the reflection of the road behind is deflected downwards, giving immediate relief from dazzle. The driver can flick the mirror back into the normal position without any readjustment being required.

The more advanced types 584/103 and 585/103 (the former for mounting in the pendant position and the latter for upright fitting on the scuttle rail or facia) achieve freedom from dazzle without depriving the driver of his rearward view. This is effected by the use of a prismatic or wedge-shaped glass pivoted in its frame. In any ordinary mirror only the main reflection from the silvered rear surface of the glass is visible, but there is also an unnoticeable reflection from the front surface, practically coincident with the main reflection. With the wedge-shaped design, the weaker image is at once apparent. A full reflection from the silvered surface is seen when the mirror is in the normal position, but when the trigger is pressed, the glass pivots to the alternative position, giving the driver a new and fainter reflection of the road behind.

This system is to be commended, as it eliminates dazzle, yet maintains adequate rear vision, as can be said from the extended experience of a member of *The Autocar* staff in a modern car which lacks a rear window blind. The mirror has a chromium-plated rim and "metalescent" back. The prismatic model (either fitting) costs £2, and the dipping mirror 10s 6d.



The prismatic mirror in its normal and dipped positions.

A Standardized Maintenance Method

EVERY motorist should maintain his car in the best possible condition to get the economy and performance which are there for the taking—but relatively few do take this trouble. On this assumption the Redex Conversion Service, and the regular examination and engine adjustment provided by the Redex Tune-up Club, provide the means to a worthwhile end.

The "conversion" is based on two processes. One is standardized and accurate setting of fuel and ignition systems in conjunction with the second, which is the use of Redex oil additive. The Redex liquid is claimed to contain a high-pressure lubricant, a detergent, and an anti-oxidant. Used "neat" in the sump, with the engine running for about half-an-hour, the detergent effect is intended to clear out the considerable quantities of sludge which are commonplace in so many engines, and to free piston rings, valves in their guides, and the engine as a whole. Poured into the cylinders through the sparking plug orifices, and allowed to stand, it also reaches the rings and at the same time attacks the carbon in the combustion chambers. When the Redex is drained from the sump, taking the sludge with it, it is replaced by a mixture of the recommended engine oil and pure Redex in the proportion of 3 to 1.

If a car is pre-tuned before being submitted to the Redex process, it is claimed that the extra engine efficiency resulting from the treatment permits readjustment with beneficial effects to performance and m.p.g.

The conversion follows a laid-down programme which begins with an engine examination. If it should be badly worn no further action is taken because of the possibility of the removal of sludge showing up defects (and, while this may be an advantage to the owner, it is naturally not considered good policy by the Redex company).

THE REDEX OIL ADDITIVE SYSTEM

If the engine is sound, instrument and road tests are taken. The former includes tapping the induction manifold and measuring the drop in induction vacuum when each plug is short-circuited, and the latter is comprised of a four- or six-mile run at a predetermined speed and incorporating an acceleration and hill-climbing test. The m.p.g. is carefully measured, a calibrated petrol tank being connected to the petrol pump instead of the normal tank. After the run, water and oil temperatures are measured, and the plugs removed so that the compression can be accurately tested. (The gear box and rear axle may be included in this service.)

The engine is treated with Redex as already described and the road and instrument tests are repeated. Final tuning can then be undertaken, in which the plugs, distributor, carburettor, fuel pump and h.t. leads are very thoroughly examined, lubricated where necessary, and adjusted. The gauge attached to the induction manifold is used extensively in this process, particularly during the setting of the timing and carburettor.

A repetition of the road and instrument tests concludes the conversion, and the owner is presented with a very complete record of exactly what has been done and with all results. If he wishes he can personally keep an eye on his car to satisfy himself that the Redex company has nothing up its sleeve.

To the primary questions of what Redex does to oil viscosity and what happens to oil consumption, particularly if the detergent removes the carbon "oil seal" round the lip of each cylinder, the company makes the following claim. Redex, although thinner than the oil with which it is mixed when cold, maintains its consistency, and, as a high pressure lubricant, maintains an adequate oil film under all conditions. The effect of the removal of the carbon "oil seal" is usually compensated for by the removal of the sludge from the piston rings. Only when these are worn to the state of requiring replacement will oil consumption increase. The careful check on each car before the "conversion" obviates any risk of carrying out work which may displease a customer.

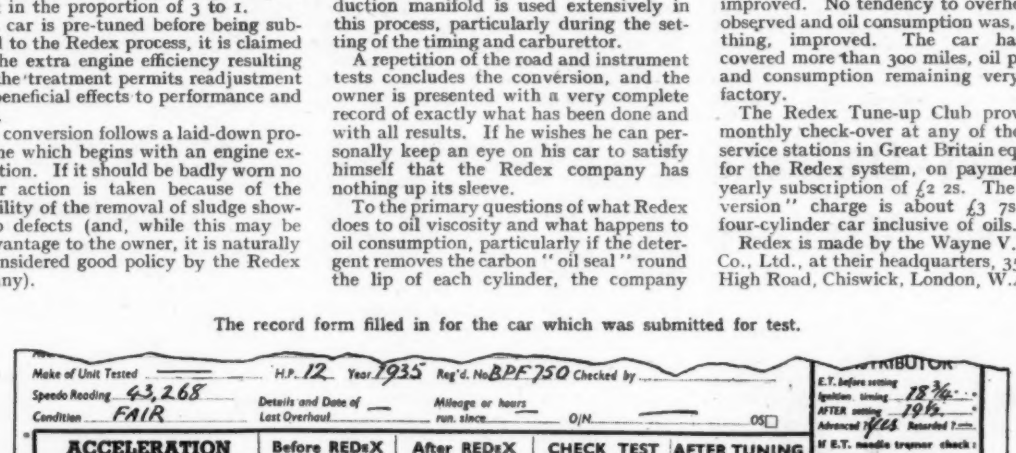
The result of the "conversion" carried out on the engine, but not gear box or axle, of a 1935 12 h.p. six-cylinder car submitted by the writer was impressive. The distance required to reach 30 m.p.h. from 15 m.p.h. was reduced by 42 yards, petrol consumption at a steady 25 m.p.h. (but including the acceleration and hill-climb test) was increased from 23.9 to 29.5 m.p.g., and in the hill test the speed at the summit, from a 15 m.p.h. start, was increased from 35 to 40 m.p.h. Compressions were slightly improved and equalized.

During the day after the conversion the car was driven fairly hard for 150 miles with a full load, and the performance was improved. No tendency to overheat was observed and oil consumption was, if anything, improved. The car has now covered more than 300 miles, oil pressure and consumption remaining very satisfactory.

The Redex Tune-up Club provides a monthly check-over at any of the 3,000 service stations in Great Britain equipped for the Redex system, on payment of a yearly subscription of £2 2s. The "conversion" charge is about £3 7s for a four-cylinder car inclusive of oils.

Redex is made by the Wayne V. Myers Co., Ltd., at their headquarters, 353-365, High Road, Chiswick, London, W.4.

The record form filled in for the car which was submitted for test.



Make of Unit Tested ——— H.P. 12 Year 1935 Reg'd. No BPF 750 Checked by ———
Speedo Reading 43,268 Details and Date of Last Overhaul — Mileage or hours run since — O/N ——— OS☐
Condition FAIR

ACCELERATION — State distance required to reach 40 m.p.h. or 30 m.p.h. at full throttle after passing same starting point at 10 m.p.h. or 15 m.p.h. preferably on up-grade

HILL CLIMB — Gradient 1 in 15 Start all tests Place ——— at same speed ——— from same spot

FUEL CONSUMPTION — Circular run of 4 or 6 miles at steady 30 m.p.h. or 25 m.p.h. is recommended. Distance run 4 At steady speed of 25 m.p.h. Stops or variables 2 Load Carried 3

ENGINE TESTER — Describe movement as: "Steady, Weaving, Throb, Tremor or Kick"

	Before REDEX (Have engine thoroughly warm on all tests)	After REDEX	CHECK TEST BEFORE TUNING	AFTER TUNING (FINAL RESULTS)
Acceleration	147 yds. (Place:)	119 yds. (Gradient:)	——— yds. (or level ground:)	105 yds.
Hill climb	Max. Speed 35 m.p.h. Point of gear change —	39 m.p.h. —	——— m.p.h.	Max. Speed 40 m.p.h. Point of gear change —
Fuel consumption	miles run × 160 / ozs. fuel used = m.p.g. 1 pt. 7¼ ozs. 23·9 m.p.g.	(For true comparisons do not vary route, speed, load, etc., on any test) Choke sticking 1 pt. 11 ozs. 21·3 m.p.g.	——— pts. ——— ozs. ——— m.p.g.	1 pt. 1¾ ozs. 29·5 m.p.g.
Engine tester	Degrees Registered 18¼ Needle Movement Steady	18¾ Steady	Don't waste REDEX on faulty engines or if knocking with wear.	Degrees Registered 19½ Needle Movement Steady

COMPRESSION (in lbs. per ☐")

Cylinder	1	2	3	4	5	6	7	8
Before REDEX	69	68	70	67	71	76		
After REDEX	68	70	69	72	73	78		
After Cyl. Treatment								

Compression is FULLY RESTORED by REDEX. If not within 200 miles of running, severe mechanical defect or wear is indicated.

RATE of WEAR — Proportionate to MAX. working temperatures (Frictional heat) shown by THERMOTESTER

	Before REDEX	After
Rad. water	156 °F	126 °F
Eng. oil	106 °F	115 °F
G.B. oil	— °F	— °F
B.A. oil	— °F	— °F
Amb. Air	45 °F	65 °F

SPARKING PLUGS H.V. Coil ———
State drop on ENGINE TESTER when shorted.

Cylinder No.	1	2	3	4	5	6	7	8
Initial Drop	¼	¼	¼	½	¼	¼		
Final Drop after responding to	¾	¾	¾	¾	¾	¾		

25 secs. Worn? NO Oily? NO Colour Brown
REPLACED WITH — NEW PLUGS TYPE —

DISTRIBUTOR
E.T. before setting
Ignition timing 18¾ °
AFTER setting 19½ °
Advanced ¼ ins. Retarded ? —
If E.T. needle tremor check:
Contact Points
Gap 10 thous.
Mixed in 12 thous.
Conditioned ¼ ins. Renewed? NO
Fly Weights
Freed with REDEX ? ¼ ins.
New springs fitted ? NO
Worn shaft ? ———
H.T. Leads ? ———
Condenser ? ———

CARBURETTOR
Mixture adjusted by E.T.? ¼ ins.
Throttle stop reduced? ¼ ins.
Rejetted? NO Worn spindle ¼ ins.
Twins balanced? —
S.U. Carbs.
Fill hyd. chamber (REDEX) ———
REDEX piston guide (old type) ¼ ins.

FUEL PUMP
Make? S.U.
Suction? 6½
Delivery Pressure? 1 lbs. per ☐"
Reading held? ¼ ins.
Slow fall? — Rapid? —
Faults? None

TUNE-UP CLUB — MONTHLY TUNING

Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.

The Robert Bosch works at Stuttgart, as they were and as they now are.

Production is Their Wealth

A REVIEW OF THE GERMAN MOTOR INDUSTRY — GREAT PROGRESS IN THE PAST YEAR

By K. HOPFINGER
M.S.A.E., M.S.I.A.

ABOUT twelve months ago on my return from a visit to the German motor industry I was asked, "What are they doing?" (*The Autocar*, January 14, 1949). It was not an easy question to answer. I described Germany then as "the country of diverse contrasts," with a drab and dreary aspect, and with drab-looking people in it, but with a will to fend for themselves. The difference the last twelve months had made to Germany, its people and their industry, was almost unbelievable even to me, although I knew the situation in pre-war days, and had visited the country at short intervals, keeping a sharp look-out on developments.

Outstanding in my mind is a slogan newly painted in huge letters inside a factory producing automobile equipment at Friedrichshafen: "*Nicht was ich habe sondern was ich schaffe ist mein Reich*" ("Not what I possess but what I create is my wealth"). This is displayed in a country littered in ruins to a population which has experienced hunger.

There was only one way out for Germany after the war, and that was work. Once the currency was stabilized the black market vanished, shops became stocked to overflow with goods and the way for a German to enjoy the good things of life was to work for them. He is prepared to work any hours at intensive speeds. Even cars are available, with delivery ranging from two to four months.

Now how does all this affect the industry? The 48-hour week as a basis is in most cases extended up to 25-50 per cent on overtime. Works start at 7 a.m. and finish at 5 p.m., or 1 p.m. on Saturday. Offices start at 7.15 a.m. Managing directors make no exceptions to this routine and also work considerable overtime. Thus it is not surprising to find that most business appointments are kept between 8 and 9 a.m., leaving the rest of the day free to create wealth.

Workers and management are close teams. Strikes have not been heard of and the aim of the German trade unions is to better the standard of living through increased production. So it is not surprising to see a carpenter and an electrician give the millwright a hand to push some machinery into place. With this atmosphere prevailing throughout the industry, it is not surprising to find production on the increase; the following figures speak for themselves:—

	Cars	Trucks, Buses, Tractors	Total
1945	1,293	5,869	7,162
1946	9,962	15,092	25,054
1947	9,541	15,380	24,921
1948	29,942	34,480	64,422
First six months:—			
1949	37,962	32,167	70,129

The production figures for September and October alone reveal amazing facts:—

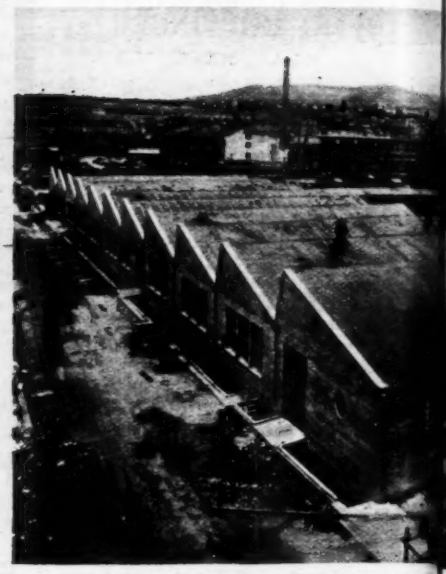
	Oct., 1949	Sept., 1949	Increase per cent
Cars	11,797	10,373	13.7
Trucks, Buses, Tractors	6,306	6,152	2.5
Total	18,103	16,525	9.5

In comparing the total output of passenger cars during October, 1949, of the U.K. with 37,678, and of Germany with 11,799, and noting that the German figure is less than a third of the British output, it must be kept in mind that in 1946 approximately 75 per cent of the German motor industry still lay in ruins, and that there are at present only five firms producing cars in Germany.

Another interesting point to note is that the German industry is producing, up to the moment, only eight different types of car chassis and only ten different production bodies. This has enabled the industry to overcome certain supply difficulties, and to make large-scale use of standardized components (a tendency which was very prominent in pre-war Germany) all of which helped to achieve rapid increases in production.

Once the start had been made to reconstruct damaged factories, the first move of every management was to attend to human relations problems on a most efficient scale, so as to assure a high rate of individual output. Firms like Robert Bosch or Daimler-Benz have devoted some dm 10,000,000 (approximately £865,000) to welfare problems alone.

Technical developments have not been spectacular but, rather, sound from the engineering viewpoint. During the period immediately after the war every German motor firm was employed on the repair of Allied vehicles, thus enabling German technicians to gain first-hand experience of American and British vehicles. The results are that German designs show some American or British constructional features which have been blended with German engineering practice. An outstanding example of this is the Mercedes-Benz 170S; this car has those superb steering and road-holding characteristics which one associates with this class of Continental car, but the riding comfort has a pleasant American flavour.



The desolation that was the Daimler-Benz A.G. assembly shops at Unterturckheim contrasts vividly with the scene in winter, 1949.

Production is Their Wealth . . . continued

Below: As already announced in *The Autocar* the normal Volkswagen has recently been supplemented by a range consisting of station wagon, light omnibus and delivery van, based on this new integral box structure which is common to all three models. The driver sits over the front wheels and the engine is in the usual position in the rear. Extra ground clearance is obtained by using the hub reduction gears from the military Volkswagen.

The typical German swing-axle design, long used on racing cars and employed generally by Mercedes since 1931, is damped now by oversize telescopic shock absorbers and rubber-bonded parts, both pioneered in production by the American motor industry. The car also features a heating and ventilation system which, although highly efficient, is simple in construction, being based to some extent on proven American designs without actually being a copy.

The Hansa Borgward 1500 represents, on the other hand, an entirely new production from a factory which was in ruins four years ago and which now employs 5,000 people. The main features of the car are conventional—four-cylinder, 1.5-litre engine developing 48 b.h.p. at 4,000 r.p.m., four-speed gear box, and independently sprung front and rear wheels. The body shows certain pleasing American details and the car is available in six different colours at a price of dm 7,750, approximately £670.

One of the most outstanding automobile producers is the Volkswagen works. It is only too well known that the original £50 Volkswagen was one of the most gigantic confidence tricks of all time to which a nation gave way, but the works are at present the largest producers of cars in Germany, although the plant was completely disorganized at the end of the war. The factory, situated along the Mittelland Canal near Wolfsburg, consists of four halls each about one mile in length, other large buildings, offices, railway sidings and test ground. It has its own power station and gasworks.

Just across the canal lies the now ten-year-old Volkswagenstadt Wolfsburg, about which little is known. There some 9,000 Volkswagen employees live with their families, making a total population of 25,000. Heating and light are supplied from the Volkswagen works, and their own bus service connects villages within a radius of 20 miles, providing transport for those employees who cannot be housed at present at the Volkswagenstadt.

Production at the works has increased from 713 cars in 1946 to 19,222 in 1948, and to approximately 45,000 in 1949. For 1950 a production of 70,000 cars is planned, of which more than two-thirds are already sold. During November, 1949, the daily production reached 218 vehicles, a car being completed every three minutes during the ten and a half working hours.

It was estimated that during 1947 it took 180 man-hours to complete a Volkswagen, but today the figure is only 129 man-hours, and the daily quantity of steel required is just over 200 tons. The new 15 cwt station wagon or commercial Volkswagen, which has now gone into production, will increase the total figures in the coming year, as with the Volkswagen service organization being established all over Europe the demand for this type of vehicle has been considerable. Further development work is continuously in progress and the designer, Dr. Porsche, is still actively connected with the works.

With regard to body design it now becomes evident that the German stylist is trying to develop a trend of his own. The higher priced cars now show a conventional body, modernized with pleasing curves, while the lower priced cars have become very streamlined without showing too much chromium.

It is interesting to observe how well finished even the cheapest cars are; even so, the cloth for the upholstery leaves a lot to be desired, but the interior trimmings show careful workmanship. The exterior finish shows surfaces of remarkable brilliance; this has been noted even on vehicles twelve months old which, owing to the acute garage shortage, have been exposed all

the time to the influence of the weather.

German accessory manufacturers are once more in a position to supply an incredible selection of products. Robert Bosch, of Stuttgart, although 70 per cent of the works was severely damaged by bombing raids, started production in 1945 with only 750 employees, but is now employing more than 10,000 people. The new 228-page Bosch catalogue lists some 2,567 separate items, while last year's catalogue contained only 416 items on 43 pages. Certain electrical equipment is produced as replacements for American cars and commercial vehicles. The Bosch sparking plug catalogue lists the latest American, British, French and Italian vehicles.

This only illustrates once more what the capacity of production in Germany is irrespective of immense difficulties. It is the achievement of a nation, impoverished through the war, which is fully aware of the fact that individual high output is the keystone to prosperity and to the enjoyment of the good things of life.

To assure production on a substantial level sales schemes have been organized at home and abroad. These, almost American in their conception, are executed with German thoroughness and are bearing already the fruits of hard work guided by imaginative planning and salesmanship. For instance, the Volkswagen works established, with the aid of their Swiss representative, a service scheme and repair organization in Switzerland which is equal to that offered by American interests. Switzerland, with a population of approximately 4,000,000, has no fewer than forty Volkswagen distributors, and over 3,000 Volkswagen have already been sold.

During the first week of November full-page advertisements appeared in every Swiss paper to the effect that a fixed-price repair, service and spares scheme would be inaugurated as from December 1, and that a booklet containing prices and location of service stations would be posted on to Volkswagen owners. Prospective clients were requested to apply to the nearest agent for demonstration runs and details. The result of this publicity was evident in conversation with many Swiss nationals, as the prices of repairs and spares for the Volkswagen are far below those charged for American, British, French or Italian cars. The agents reported an influx of orders and enquiries.

The attention devoted to sales can be judged by the excellently printed catalogues which are again available in various languages and which are being supplemented by advertisement presents, such as fountain pen sets, silver propelling pencils, leather wallets, cigarette cases, slide rules and desk calendars.

Technical colleges and schools are again being supplied as a matter of sales publicity with well-produced instruction charts of vehicle chassis, engines and components. One executive expressed his opinion that an instruction chart in a college was worth a hundred advertisements, as nothing is better from the sales angle than to influence the mind of the one who seeks knowledge.

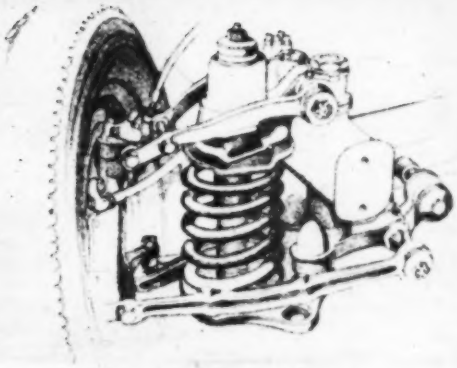
Overcoming Reluctance

The fact remains that sales methods have become so efficient that large numbers of European customers who for political and other reasons have hitherto objected to German products are again turning to German suppliers, who have matched their sales policies to suit individual countries and are able to supply competitively priced products with early deliveries.

The home market has not been neglected. Spares became available to some extent as soon as production started, and the number of new vehicles one can observe in Germany is amazing. Garages are again selling oils of such makes as Mobil, Esso, Shell, Castrol, and B.B. in one-litre tins and showcases display a large selection of accessories and spares.

But industrial progress cannot take place without technical education, so one finds that a large number of new technical books is again being published. To name all the new technical books which have appeared in Germany since the war would need a large catalogue, but apart from these a good selection of automobile and technical journals can be purchased from every news-stand.

To take final stock of what is going on in the motor industry at present is no difficult matter. Production is only half that of the British automobile industry, thus not presenting any serious threat at the moment, but, on the other hand, it is only four years ago that the German motor industry lay in ruins. Last year I wrote that

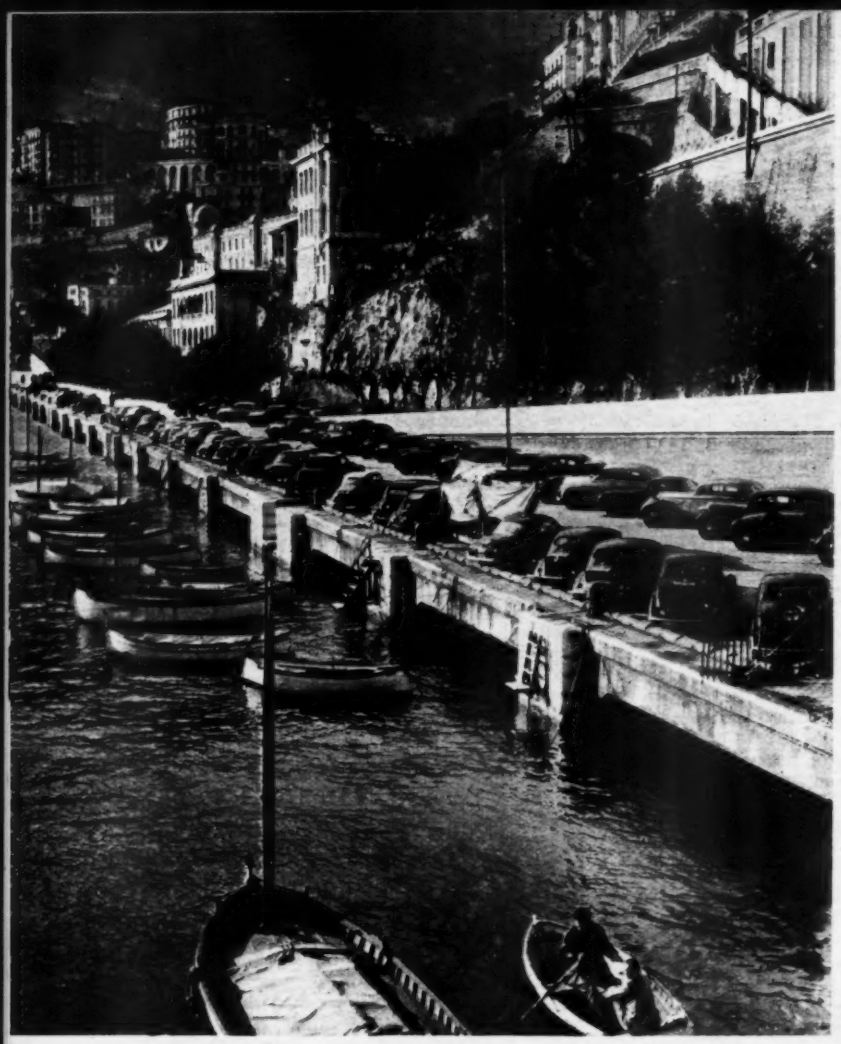


A racing development applied to touring cars. On the latest Mercedes-Benz type 170S chassis the whole front suspension assembly is carried on a vertical king pin and is free to swivel slightly under the action of road shocks. Movement is restricted by the buffer on the extreme right. This design feature was originally developed on the G.P. racing cars.

the German motor industry was only a small example of what can be done with a strong will and hard work, the future of the country depending on what comes from within the people. This year one can say that their vast resources prove the capabilities of free enterprise. The inertia of production has not yet achieved uniform motion, but let us keep in mind that in October, 1938, 23,067 cars were produced in Germany; in October, 1946, 830; in October, 1948, 2,495; and in October, 1949, 11,797 cars.

There is no one who can stop the German people from working hard; a people who have become fully aware throughout every section that production has become their wealth. The example of America is being followed by a European nation.

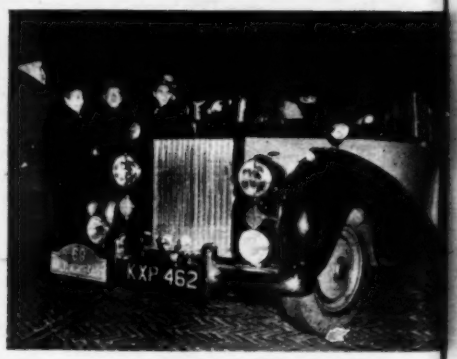
The Volkswagen body shop has an assembly line over 1,000 yards long.



After Wednesday's test, the cars were lined up on the quayside and provided *The Autocar* photographer, W. E. Banks, with this typically attractive Riviera scene.

Van der Heijden and Langestraat with the little Dyna Panhard which was first in the fourth category.

Coupe des Dames winners Mesdames Rouault and Gordine (left) whose Simca, none the less, shows signs of a rough passage.

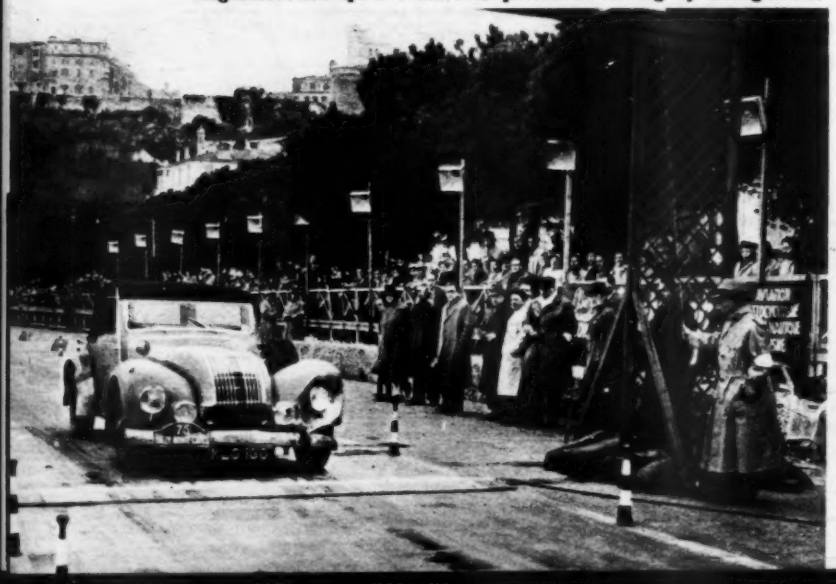


Top car for comfort—W. M. Couper's Rolls-Royce with Park Ward body at a night check en route. Later damage was rectified at Monte Carlo, the car going on to win the concours.

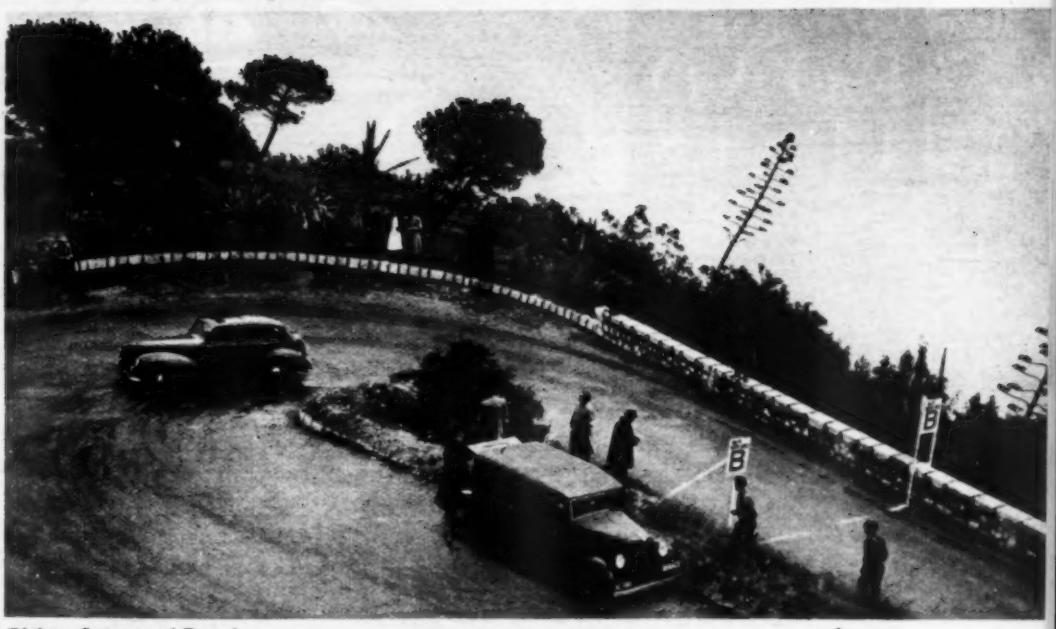
RALLY PHOTOGRAPHS

Report on Pages 122-125

Top marks in the acceleration test went to Sydney Allard, who made a magnificent attempt to retrieve his position in his slightly damaged car.



Full lock on the Humber Super Snipe, which finished second in the Rally, as Gatsonides (below) takes the hairpin in the B to C section of the regularity test on the Mont des Mules.



Right: Scaron and Pascal in the leading Simca of Class 2, during the regularity test. This is a new fixed head coupé based on a Farina design.

Fellow-competitors examine the damage to R. E. Holt's Allard, which hit his brother's Ford in the snow. Left to right are M. Sneath, R. E. Holt, B. Brown, G. R. Holt, J. Spring and P. W. S. White.

Flatland parade—competitors on the road between Amsterdam and The Hague. In the lead is Brookman and Fletcher's A.C., which had the Rally's most heartbreaking experience. It was filled up by mistake with tractor vaporizing oil, and although the station concerned did everything possible to rectify the mistake, the time lost resulted in elimination.

Throwing up snow and slush from skidding wheels, Bacquart and Secret in their Hotchkiss—the eventual winner—take a bend before Grasse.

The Autocar ROAD TESTS

Four-window body style, comparatively short bonnet, a reasonable restraint in ornamentation and a balanced appearance in general are features of the Chevrolet observed at a first glance.

DATA FOR THE DRIVER

CHEVROLET STYLELINE

PRICE, (at factory) with de luxe saloon body and right-hand controls, $1,460 = £521 8s. (approx.) at £1 = $2.80.

ENGINE : 29.4 h.p. (R.A.C. rating), 6 cylinders, overhead valves, 88.9 × 95.25 mm, 3,549 c.c. Brake Horse-power: 90 at 3,300 r.p.m. Compression ratio : 6.6 to 1. Max. Torque : 174 lb ft at 2,000 r.p.m. 18 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT : 28 cwt 2 qr 21 lb (3,213 lb). LB. per C.C. : 0.91. B.H.P. per TON : 62.75.

TYRE SIZE : 6.70 × 15in on bolt-on steel disc wheels.

TANK CAPACITY : 16 U.S. gallons = 13.3 English gallons. Approximate fuel consumption range, 18-20 m.p.g. (15.7-14.1 litres per 100 km).

TURNING CIRCLE: 38ft 6in (R); 39ft 6in (L). Steering wheel movement from lock to lock : 4 turns. LIGHTING SET : 6-volt.

MAIN DIMENSIONS : Wheelbase, 9ft 7in. Track, 4ft 9in (front); 4ft 10¾in (rear). Overall length, 16ft 4⅜in ; width, 6ft 1⅜in ; height, 5ft 5¾in. Minimum Ground Clearance : 7⅛in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10-30 sec	20-40 sec	30-50 sec
4.11 to 1	9.6	9.2	9.5
6.90 to 1	5.7	6.0	8.8
12.08 to 1	—	—	—

From rest through gears to :—

	sec		sec
30 m.p.h. ..	6.9	60 m.p.h.	20.7
50 m.p.h. ..	14.6	70 m.p.h.	30.7

SPEEDS ON GEARS

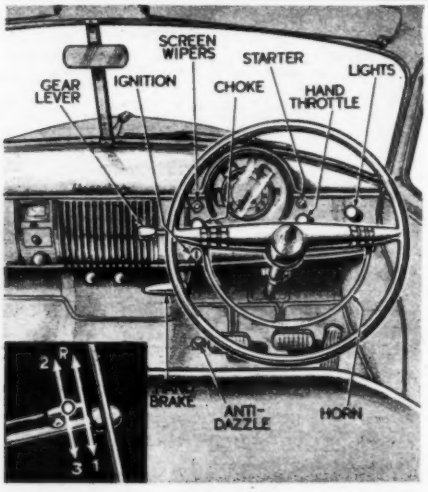
(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and Max)
1st	18—26	29.0—41.8
2nd	38—50	61.2—80.5
Top	83	133.6

Speedometer correction by Electric Speedometer :—

Car Speed-ometer	Electric Speed-ometer m.p.h.
10	= 9.75
20	= 18.5
30	= 28.0
40	= 38.0
50	= 47.5
60	= 57.75
70	= 67.75
80	= 77.75

WEATHER : Dry, cold ; light wind.

Acceleration figures are the means of several runs in opposite directions.



No. 1397

CHEVROLET STYLELINE

APPROACH is made to the Chevrolet in light of the knowledge that for some years past it has sold in the biggest numbers of any car in the world. It is an indeed impressive example of the value for money that can be offered in a full-size car with a 3½-litre six-cylinder engine. It is, of course, one of the products of the vast General Motors Corporation.

Except that the appearance, naturally enough, is in line with current U.S. practice, the first impression received on the road, by comparison with recollections in broad outline of the immediately pre-war model, is that fundamentally it shows little or no real change. The engine size remains identical with that of the 1939 model. This is a position emphasized by the car provided recently for test in England, a 1949-50 model, not being fitted with an overdrive transmission, and having, therefore a straightforward three-speed gear box as on the 1939 model. The most recent Chevrolet announcement in the U.S.A. is to the effect that on this lowest priced and highest selling example of the G.M. range an automatic transmission will be available in future.

Striking things about the Chevrolet's behaviour on the road, apart from the full scale of the car at its modest basic price, are that without attaining to the highest flight of silkiness or smoothness the six-cylinder overhead valve engine is sufficiently smooth and self-effacing, besides being quiet, to pass any reasonable standard of judgment, whilst, for what the point is worth practically, the car has a maximum speed exceeding a genuine 80 m.p.h. and maintains a cruising rate around 60 m.p.h. thoroughly comfortably—more without fuss if it is wanted. In respect of needing little gear changing either in traffic or for average gradients the Chevrolet is typical of its kind, though on this particular sample the low speed running on top gear was upset by a marked hesitation upon sudden opening of the throttle pedal. This fault can well be believed to have been purely individual, and was accounted for no doubt by either a partial fuel blockage at the low-speed end of the scale or by the automatic ignition advance and retard mechanism not functioning correctly. In addition the car was on the new side for performance testing.

Apart from the hesitation arising probably for the reasons suggested in the pick up from low speeds on top gear, which will have had some adverse effect on the recorded acceleration figures over the range of speed concerned, the behaviour was normal and the ability of the car to cover ground quickly and unobtrusively was conspicuous over a journey of varied characteristics as regards other traffic and route nature. To obtain between 40 and

To eyes now grown accustomed to the appearance of modern cars the Chevrolet is by no means extremist from the full front—a view that is flattering to few cars. The inset parking lamps, it will be noticed, do not indicate the overall width.

The vertically carried spare wheel eats into luggage room, but leaves a more than adequate space. The tools include a workmanlike foot pump. The lid of the compartment is spring loaded to remain up without a supporting strut. Seen also are the recessed petrol filler, normally concealed by a spring-loaded flap, and the bumper end wrapped round to provide side protection, as also is done at the front.

45 miles in an hour's running is easy, and the maximum speed was reached with a readiness unexpected even of a car of this type.

When the gear change is used the quality of the synchromesh as operated by a conveniently placed steering-column gear lever is marked, as befits a car from General Motors, who, of course, some twenty years ago pioneered what was then an innovation in gear changing, which has made more of a mark in transmission developments than any other within its time. The control is finger-light to move on the Chevrolet and gears cannot be clashed even with a rapid movement of the lever. Hydraulically operated brakes perform well, giving the driver confidence in using the very readily available acceleration and high speed cruising ability. Under forceful high-speed usage they exhibited fade, as is not uncommon, but for general driving in average country they can be recorded as rather unusually effective brakes with an easy application.

In the sense of lateral stability this car's riding is something of a surprise, or perhaps it would be fairer to express this as being part of a tendency noticeable in the current U.S. cars. It is, of course, essentially a soft suspension (independent by coil springs in front) and if the car is cornered fast on the winding roads that England commonly provides it leans over to some extent, but in no marked degree and there is little sign of vertical motion. Tyre squeal is produced rather readily under cornering, with the pressures at recommended figures. A really bad surface is absorbed, so to speak, without shock being felt or any suggestion that the car is being treated unreasonably. It is a good but not entirely level ride, and one that seems to have a distasteful element to passengers with a tendency to car sickness. It is only fair to add that people not so afflicted find it a satisfactory progression.

Interior decor is tastefully plain, without being dull. The upholstery is a serviceable cloth. Points seen are the two-spoked steering wheel brought well back but not set too high, the high-level grouping of the instruments unit, and the elbow rests on the doors shaped as hand grips for closing the doors from inside. The front seat adjustment control is seen at the left of the cushion, and apparently is not transferred to the other side when the controls are converted to right-hand ; the floor of neither compartment is entirely flat, it will be noticed.

ROAD TESTS . . . . . continued

The steering is low geared, but not more so than is fairly common nowadays; it gives sufficiently accurate control. There is distinct castor return action after taking a corner and it is light steering for low-speed turning and manœuvring, appreciable wheel movement being involved in obtaining full lock, by reason of the gearing. On the straight there is no feeling of having to control the car consciously; that is, there is no tendency to wander which has to be checked by steering all the time.

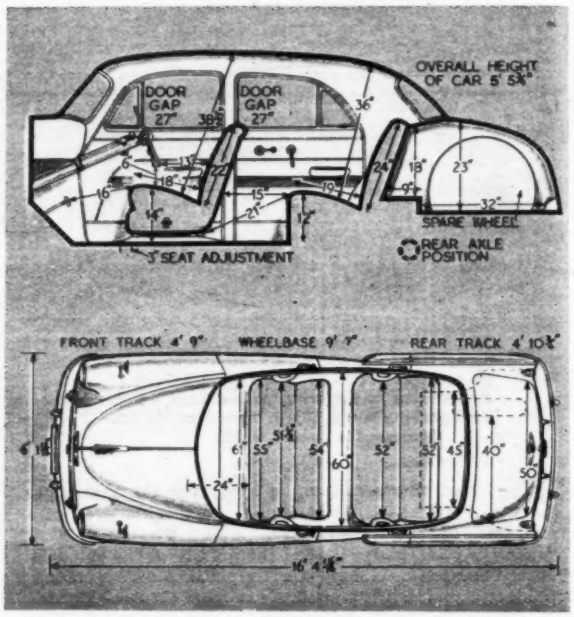
A good driving position goes quite a long way towards promoting initial confidence and subsequently in giving the driver the feeling that he can "throw the car about." A steering wheel of just about the right size is brought well back and the top of the rim is not so high as to make an average-height driver feel that he is peering over the top of it. A wide windscreen of V-pattern with slightly curved glass, and pillars which, while certainly not specially thin, are not badly obstructive, together with a bonnet which is not specially high or long, help to maintain the impression of ease of control. The fact that the left-hand wing in a car converted to right-hand controls cannot be seen at all makes judgment of width and of clearance of obstacles, or, for instance, of cyclists, on the left side a matter of some doubt, especially in early acquaintance with the car.

Clutch and Hand Brake

As to other driving points, the clutch action is light and the engagement smooth. A decided reach forward is involved for the hand-brake control, which, of course, is intended purely as a parking brake and which is unusual in being released by twisting the pistol-grip handle; it does not embody the usual pawl action. The straight-across front seat is wide enough for three on occasion, making the car a six-seater at need, for there is plenty of room similarly on the rear seat, which has no central arm rest. There is more than enough leg room at front and rear.

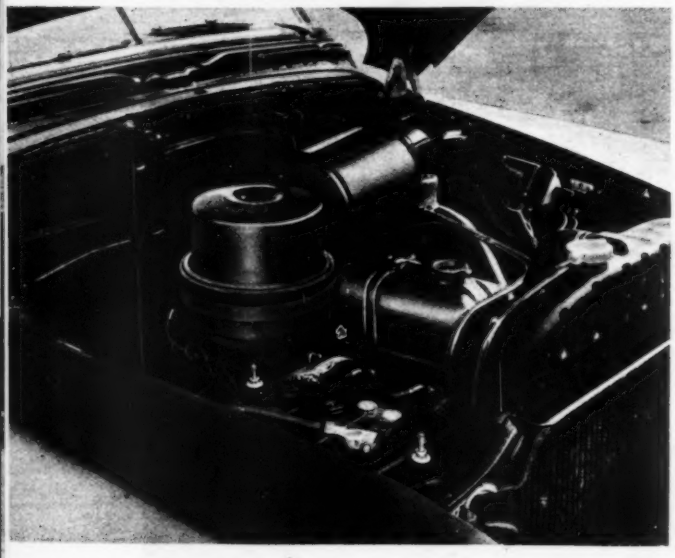
The interior treatment is comparatively plain, and the upholstery is in a serviceable cloth. The instruments are in a neat and effective grouping immediately in front of the driver, contained in a circular housing which protrudes above the general level of the facia panel, thus bringing the instruments higher than is still usual. They can be consulted by looking through the single-spoked wheel, with less deflection of vision than frequently applies. The speedometer proved closer to accuracy than is common, when checked against the electric speedometer, right through the range to the highest reading seen—approximately 84 on the car's speedometer. Lighting of the instruments at night is satisfactory and not over-bright.

Unusual now on an American car is the provision of a manually operated choke for cold starting, as well as a hand throttle control. Immediate starting was obtained, including an occasion when the car had stood in the open during a night in which frost point was just reached.



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

An average American owner could probably not care less, but others may be interested in the facts of the oil filler being accessible in the top of the cover for the overhead valve rocker gear, the sparking plugs being reasonably accessible, and the six-volt but large-capacity battery admirably so. The bonnet stays open without the use of a support strut.

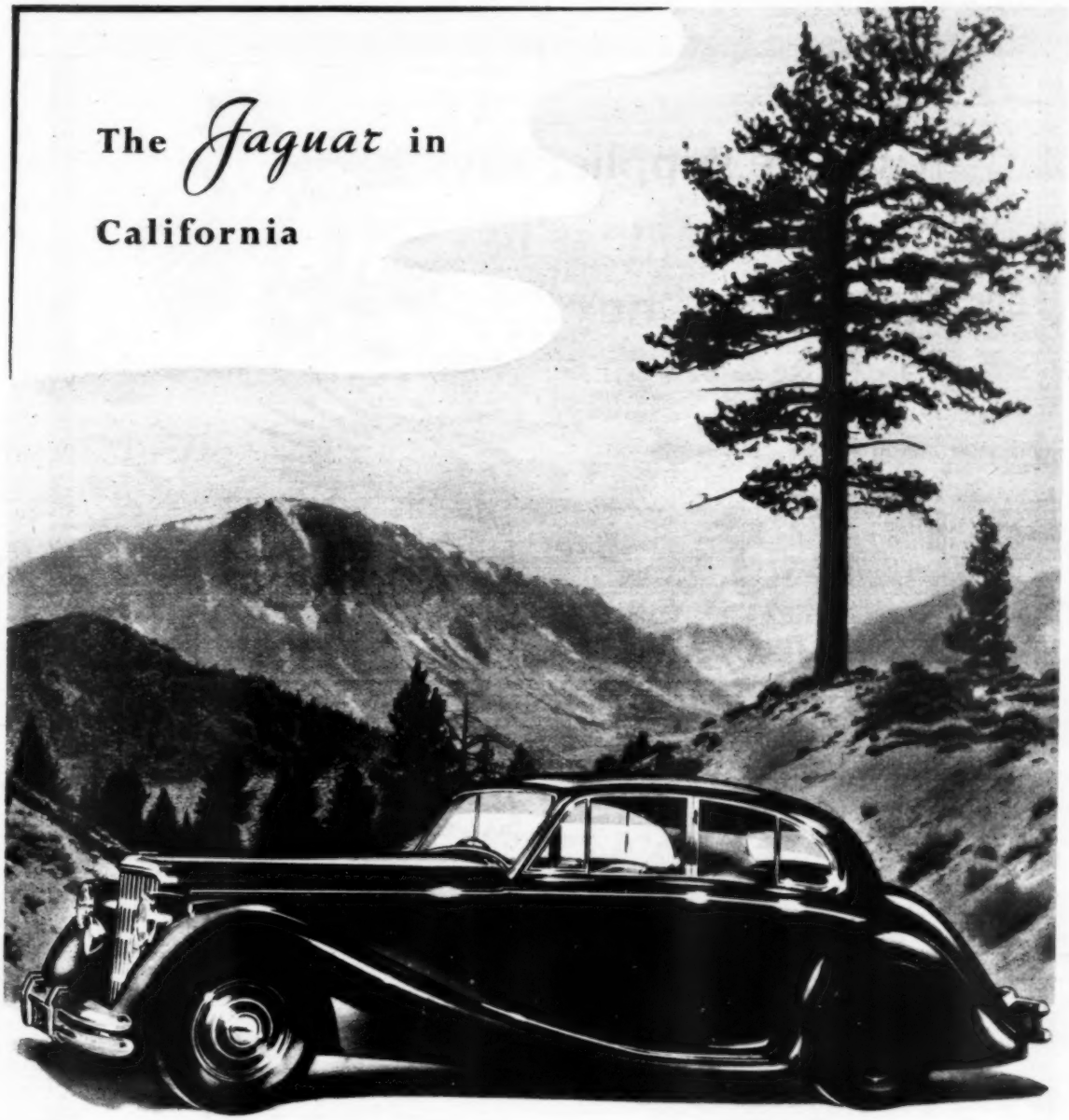


Ventilation Control

Control over ventilation is provided by means of hinged panels in the doors additional to the drop windows. Under the bonnet are ducts for conveying fresh air to the interior in conjunction with a heater system, but the latter was not fitted to the car as tested. There is a useful lockable compartment in the facia. A thoroughly satisfactory rearward view is given by the driving mirror, which is of smoke-tinted glass that minimizes dazzle from behind at night in the customary absence of a rear window blind. Horn operation is by a segment of a ring; the horn note is powerful and the head lamp beam adequate. The one-piece lift-up bonnet is unusual in not being released from inside the car, but by means of a catch externally at the front, with a safety catch in addition.

Elbow rests on the doors are formed in a shape which makes them convenient for closing the doors from inside, and a characteristic detail feature of the Fisher body with which General Motors' cars are fitted is a press-down control in the window sill of each door whereby all doors can be locked rapidly against outside entry, although it is impossible to lock oneself out of the car. The external door handles have a press-button action.

The car was made available for the test by British and Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2.



"Passed every car on the climb . . .

Louise Barlow, writing in the *Autocar*, said "Without exceeding 2500 r.p.m. (the Jaguar) passed every car on the climb to 6,500 ft. . . . Although we ourselves felt somewhat out of breath at 9,000 ft. altitudes, they never seemed to affect the Jaguar and no matter how hard we drove coming down the mountain grades, we always had plenty of braking power and never experienced what my mechanically minded husband calls "fading." Together with over a hundred other Hollywood motorists, I have learned that the Jaguar is quite a motor car and the harder one drives it, the better it seems."

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GOODYEAR

THE LONG-LIFE HARDEST-WEARING TYRE

NEW YORK NOTEBOOK

By JOHN BENTLEY

PAMPERED PET—HISTORIC WILLIAMSBURG—WAYSIDE DELIGHTS IN THE SOUTH—CADILLAC-ALLARD

SAYS Associated Press Writer Hal Boyle: "If there is such a thing as reincarnation—if we are born again I want to be a motor car. . . ." The reasons for Mr. Boyle's choice occupy a whole column of banter supported, nevertheless, by some interesting facts: "Many people carry more insurance on their cars than they do on their own lives. It costs $3 a day to keep a car in some indoor Manhattan parking places—more than a good middle-class hotel used to do. I paid $35 rent for a small apartment with kitchenette and bath. Some garages now charge $50 and up to care for a car 30 days—and it doesn't have cooking privileges. . . . Cities that won't tear down slums to build better housing willingly do so to make an arterial highway. . . . Men who refuse to go into debt to own a home cheerfully borrow money to buy a travel buggy. . . . Any number of people spend more money to keep their cars in shape than they do on their own bodies. . . . A gent who lives on hamburgers and refreshes himself with bootleg corn will stoutly insist that his jalopy gulps only the finest high-grade gasoline."

Concludes Mr. Boyle: "If the motor car isn't exactly an object of worship in America, it is certainly a leading fetish."

Footnote: Mr. Boyle should visit England and spend a few weeks among the fraternity of real fanatics. I wager he would then plump not only to be reborn a car but an English car to boot!

* * *

Nostalgia

THE drive back to New York from Palm Beach (with no hustle-hustle to reach the next control on time) could have lasted for ever as far as my wife and I were concerned. As it was, we took four full days instead of three, making a detour via that enchanting town, Williamsburg, now restored by John D. Rockefeller, Junr., to precisely the architecture of those days when Williamsburg was the Colonial capital of Virginia (1699-1779). More than 400 modern buildings were torn down during the restoration process, which cost several million dollars—this besides the restoration of 230 colonial buildings and the reconstruction of 90 more. On Duke of Gloucester Street, a long, wide avenue leading to the Capitol where flies the British flag, stand the Raleigh and Market Taverns (1735 and 1770), and the quaint shop of the Barber and Peruke Maker whose periwigs adorn the windows of his establishment as they did in those days. "Wigs after the newest fashions and as reasonable as from London," reads one notice. Another: "A fresh cargo of human hairs, all ready curled." A third: "Shave with ease and expedition for One Penny."

A coach-and-four rumbled by with stately grace, in somewhat startling contrast with the M.G., but unfortunately we had run out of film (as one always seems to do at such moments). On Nicholson Street, outside the Public Gaol and Yard, stand the original stock and pillory of weathered oak, seemingly impervious to all conditions. Curiosity prompted me to raise the top half of the heavy pillory and insert neck and wrists in the appropriate positions. When the upper segment rattled down into place the illusion was uncomfortably complete, for dusk was setting in and the air had begun to get chilly. With the gaol closed for the night I wondered fleetingly what would happen if that ancient mechanism should suddenly prove reluctant to relinquish its hold! For the lads and lassies who actually were padlocked in that cramped position from dusk till dawn it must have been anything but a holiday. . . . During the day, too, some irate creditor might come by and pelt you with rotten eggs!

Still, to have lived in Williamsburg during that fascinating decade when Washington, Jefferson, Marshall, Madison and Munroe were to be seen in the streets must have been quite an experience. Williamsburg was then the political, cultural, religious and economic centre of the New World. Today, mercifully freed once more from many of the dubious benefits of "modern civilization," this delightfully quaint little town, whose Christopher Wren Building houses the College of William and Mary, oldest in the United States, exudes a soothing tranquility capable of performing miracles on nervous systems chafed to the raw by the crazy clamour of big cities.

Leaving Williamsburg was the hardest thing in the world, and even the M.G.'s engine seemed to run listlessly as we nosed out towards Old Point Comfort and the Ferry across Chesapeake Bay.

But there were other pleasurable highlights during the long trek home—incidents, sights, sounds and impressions that all contribute to the disturbing and sometimes imponderable emotion known as nostalgia. A superb, fantastic, almost frightening champagne moon, seemingly raising its enormous bulk right out of the vast Honey Grove Swamp in South Carolina . . . the Oglethorpe Hotel in sleepy Brunswick, Georgia, home of the musical Southern drawl; and a State that remains a staunch bastion, resisting all "modern" attempts to destroy courtesy and gracious living.

It was 2 a.m. and 360 miles out of Palm Beach when the dusty M.G. came to a stop outside the Oglethorpe and a coloured attendant carried in our baggage. Weary with the long drive and the unexpected chore of having to cope with a puncture on the outskirts of the town, we still found enough energy to enquire about the hostelry with its Byzantine architecture, gingerbread trimmings, high ceilings and wide verandahs. It dates back to 1865, and save for the plumbing is virtually unchanged.

We had left Palm Beach at 5.30 p.m. in company with another blown M.G. driven by Steve Lansing, and deducting exactly two hours for dinner, two refuelling stops, the wheel change and another incidental stop for coffee and doughnuts, had covered the 360 miles in 6 hr 30 min, an average of 55 m.p.h., including towns and villages. Taking into consideration the superb, dead straight and perfectly level Ocean Highway, this is not as phenomenal as it may seem.

The first 90 miles were covered in exactly 90 minutes, with both cars rarely below 70, frequently up to 80, and several times reaching 90 m.p.h. The owner of an Oldsmobile 88 which tagged us all the way to Jacksonville stopped, somewhat goggle-eyed, to ask what we had "under the hood of those small cars?"

There were times in Georgia where the warning notice "Soft Shoulder" (indicating the inadvisability of pulling off the road) had another and more appropriate meaning

Tom Clark's very special Cadillac-engined Allard (see next page).

Specializing in the service of Jaguars, with factory-trained mechanics, the Hoffman Motor Car Co., Inc. has opened a new station in the centre of Broadway, New York. The firm is the Eastern States distributor for Jaguars. Rolls-Royce, Bentley, Austin, Healey, Rover and Citroen cars are also handled.

NEW YORK NOTEBOOK continued

for a tired driver! Here, too, fruit machines and pin-tables were rampant at almost every stopping place, though illegal in the East. Delicious pecan nuts were for sale at countless stalls along the route.

At night the endless highways flanked by South Carolina swamps gave one a slightly lonely feeling, what with the obbligato of alligators and other swamp creatures in their natural setting! One open-air zoo (of which there were several) advertised: "Buy 10 cents' worth of pecan candy and see the animals." These included not only monkeys and alligators but also a canary allegedly weighing 150 lb! Alas, we couldn't spare the time to view this feathered prodigy. In a dense setting of oaks draped in shaggy moss, pines, walnuts, date palms and oleanders, the effect of suddenly being confronted with a gargantuan canary must have been quite something!

On the second night, when an appallingly solid-looking cow suddenly loomed up in the head light beams, the earnestness of "Watch For Cattle" warnings in Georgia and North Carolina was brought home to us in disturbing fashion. Unhappy conclusions could be drawn even from a casual speculation as to the results of a collision between an M.G. travelling at 70 m.p.h. and a cow travelling at 0.070 m.p.h.

And those cheerfully adolescent neon signs adorning the clean little restaurants and Motor Courts that line the Daytona Beach roads for miles on both sides: "Paul's Place," "Snow White," "The Traveler's Dinner," "Red's Rendezvous." Neons in every colour of the rainbow.

In the other Jacksonville (North Carolina), a gas station attendant proudly and without solicitation informed us that we had arrived in the "Biggest little City in the World." It seems that Reno has lost its monopoly of the term! This Jacksonville, which apparently has grown "from a rabbit hutch in four years," now accommodates the largest amphibian base in the U.S., or, for that matter, in the world. A huge and lofty bridge across the estuary affords a panoramic view of the city that could hardly be bettered from an aircraft. On entering Washington (same State, not *the* Washington) an individualistic street sign informed the traveller that "George Washington's wife slept here." Many other recollections clamour for inclusion, among them an historic stretch of winding Highway 32, also in North Carolina. This was the first post road between Charleston and New England, along which pioneer mail coaches rumbled in 1738.

* * *

Bolide

IF ever a car deserved that name, it is the J-type Allard owned by Tom Cole and Briggs Cunningham. Powered by a perfectly stock V eight 160 b.h.p. Cadillac engine (push-rod o.h.v.), this machine has a performance that can only be described as breath-taking. Having motored in this *bolide* with the inimitable Mr. Cole chauffeuring, I know whereof I speak. Tom was in the process of explaining something to me with his usual disarming earnestness as we rolled gently away on 54th street. Suddenly his foot went down, the Allard went "woosh" and my digestive organs began a rapid ascent throatwards. The sensation was akin to pulling a Mosquito steeply off the deck at 240 indicated, or conversely of diving down one of those roller-coaster slopes. Hard to analyse but distinctly exhilarating. With the present 3.2 to 1 rear end, speeds are approximately 80 m.p.h. in bottom gear, 100 in second and 130 in top. At no time does the engine give the impression of doing the slightest amount of work. There is virtually no noise—only a tremendous surge of power and there you are, doing just about anything you want, with superb steering, adequate brakes and weight distribution that seems to have worked out like a dream.

In positioning the Caddy power unit, as opposed to the more usual Ford engine, the support brackets were re-welded on the tubular frame so that the mass is 4 inches farther back and 5 inches below the level of the apron. The Cadillac engine peaks at 5,000 r.p.m. (a rate of rotation obviously seldom used in top gear!), but maximum torque of 314 ft lb is achieved at 1,800 r.p.m.

A three-speed, close-ratio gear box of Ford origin is used in conjunction with the Cadillac clutch and a special quick-change rear end going all the way from 1.1 to 7.1 to 1 by tenths. Ratio conversions can be effected in 10 minutes. Restricted bonnet clearance has involved the use of a single Lincoln carburettor which, even so, necessitates a bulge, but this particular atomizer certainly does the job! Thus far, the hydraulic valve lifters have given no trouble at sustained high speeds, nor shown tendency to build up pressure.

Some simple stopwatch tests produced the following enlightening information: 0-60 m.p.h. (through first and second gears only) 7 sec; 0-80 m.p.h. through all gears, 10 sec; 30-60 m.p.h. in top gear, 3 sec. Tom gave a hard-driven Oldsmobile Hydramatic ten lengths start from the lights in Central Park and overtook it in bottom gear at 70 m.p.h.! We several times reached 80 and once close on 90 in this sacrosanct area (heaven help us!) and there were moments when, entering curves at speeds far in excess of anything upon which previous judgment and conditioning in automobiles was based, I bid this planet a cheerful farewell with (I hope) a stiff upper lip. But nothing happened except that the Allard went into a gentle power slide, corrected immediately, and pursued its path without deviation, no matter how tortuous the road.

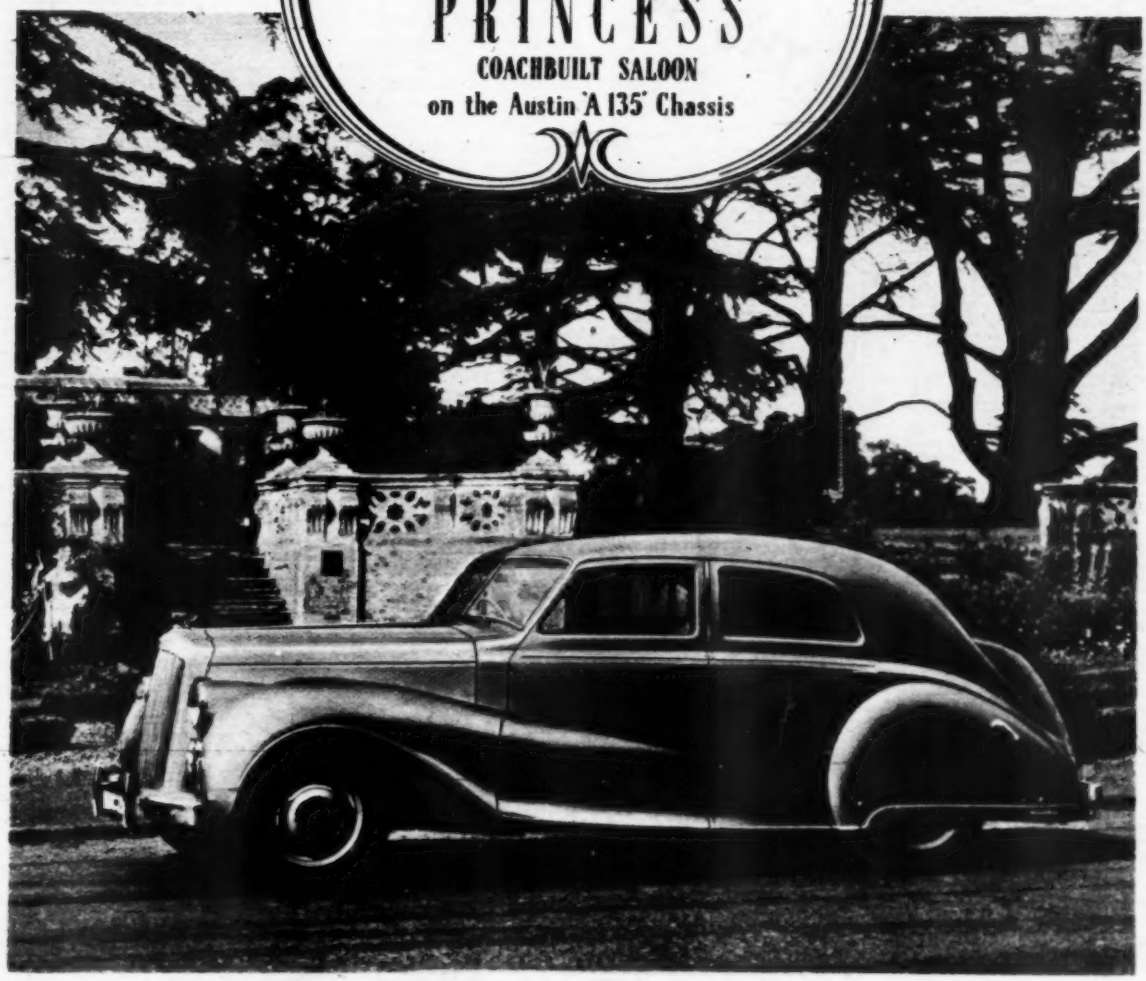
The project, though inspired by Tom Cole, was the direct evolution of Frick Tappet, whose conversions of Ford cars to Cadillac engines (Fordillac) have made him even more famous than he was. Tom reasoned thus: if the Allard runs as well as it does with a Ford engine, it's bound to do even better with a Cadillac engine, since the Caddy weighs only 30 lb more and develops an extra 60 b.h.p. un-souped-up. Frick Tappet then went to work, with the somewhat startling results already described. The Allard's phenomenal stability is owed, of course, in no small measure to the De Dion rear end, which affords quite the most tenacious traction one could wish to encounter. Certain contemplated modifications will produce an estimated 300 b.h.p., but what will happen then is anybody's guess. Too much power can be even worse than a dearth of it. And, by the way, the 16in wheels with six-inch tyres give an ultra-comfortable ride. It is hoped to enter this car for Le Mans this year.

* * *

IN Detroit, Mr. Carl W. Sundberg, well-known industrial engineer, came up with this one at the opening session of the meeting of the American Society of Body Engineers: "Annual changes in the design of automobiles constitute one of the greatest evils and pitfalls of the modern designer and lead to a *corned-up, overdone type of product*. . . ." Mr. Sundberg also attacked current styling trends, terming present streamlining "soft and mushy." He predicted that future designs would be "well-defined and crisp."

Seems like another straw pointing to the general direction of the wind.

THE
Vanden Plas
PRINCESS
COACHBUILT SALOON
on the Austin 'A 135' Chassis



A car that will not date . . . .

The Austin A135 "Princess" Saloon and Touring Limousine models have upheld dignity and individuality and established a refinement for comfort and elegance yet to be surpassed.

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Hence the great demand for

MICHELIN

MOLSHEIM PILGRIMAGE

IN THE SLIPSTREAM OF TWO ENGLISH WORSHIPPERS AT THE BUGATTI SHRINE

By DENNIS MAY

THE keeper of the Bugatti portals looked up from *Le Matin* and lent polite, uncomprehending ears while the Pilgrims addressed him in the stentorian pidgin English which monolingual Britons use to knock sense into monolingual foreigners. Ah well, probably this was nothing that a little form-filling wouldn't cure, so he gave them a form. And while they scratched away with the pen of their aunt he appraised the couple more closely, noting that madame's every visible garment, and likewise the *chemise* of monsieur, was Bugatti blue, that madame wore a Bugatti badge the size of a pilchard tin over her heart, and that the cravat of monsieur—white dots on a vermilion ground—completed the Molsheim tricolour.

But it was the form itself, duly filled, which sent My Old bustling off to consult at managerial level. "Nature of business," it appeared, was A. C. and M. Whincop. All the other spaces were adorned with little sketches of Grand Prix Bugattis.

That was how Twink and Monica Whincop, thrice-dyed luminaries of the Bugatti Owners' Club, recently redeemed a vow to reconnoitre the hallowed Bug precincts and tread the floors that Ettore himself had paced in his lifetime. For them there was only one fly in the soul-balm: having been obliged some months earlier to dispose of their Type 51—it was a straight choice between (a) eating, and (b) further bids for the Prescott sports car record—they were forced to make the pilgrimage on non-Alsatian wheels. All were agreed, however, that a certain shade of blue paint does bring out the latent distinction in a 1932 International Aston Martin. . .

The execution of masterly doodles on the dotted lines is, of course, only half the gate-crasher's battle at Molsheim, and the Whincops didn't expect it to be otherwise. After all, they knew nobody in authority at the factory and nobody in authority knew them. By way of credentials, all they carried was a copy of *The Autocar* dated April 29, 1949, containing—talking of masterly doodles—a Horner-cum-May Sportrait of Whincop. And when I say that is *all* they carried I am merely being coy, because the fact is that it was this opus which finally unhinged the sluice-gates of Molsheim hospitality and precipitated the hoped-for back-slapping contest. Pierre Marco, Bugatti racing driver of the 'twenties, who runs the *fabrique* these days, paid the credential the highest possible compliment by impounding it for translation into a civilized language.

Some rungs down the ladder from Marco in the factory's hierarchy comes Siegfried, and he too, having once decided that his visitors were merely Bug-happy and not actually crazy in the head, went to a deal of trouble to make their snoop enjoyable and instructive. Roland Bugatti, Le Patron's surviving son, was not among those present: he spends most of his time in Paris.

The main difficulty confronting the Pilgrims, and others of their ilk before them, was to get their hosts' minds off railcar engines and on to automobiles, past and future—future for preference. (There are, of course, no present Bugattis, unless you count prototypes and experimental machinery.) It is easy to understand the Molsheimers' preoccupation with railcars because it is power units for these choos which pay the wages bill and generally keep the wheels of industry ticking. Their hearts may be elsewhere, but meal-tickets come out of heads.

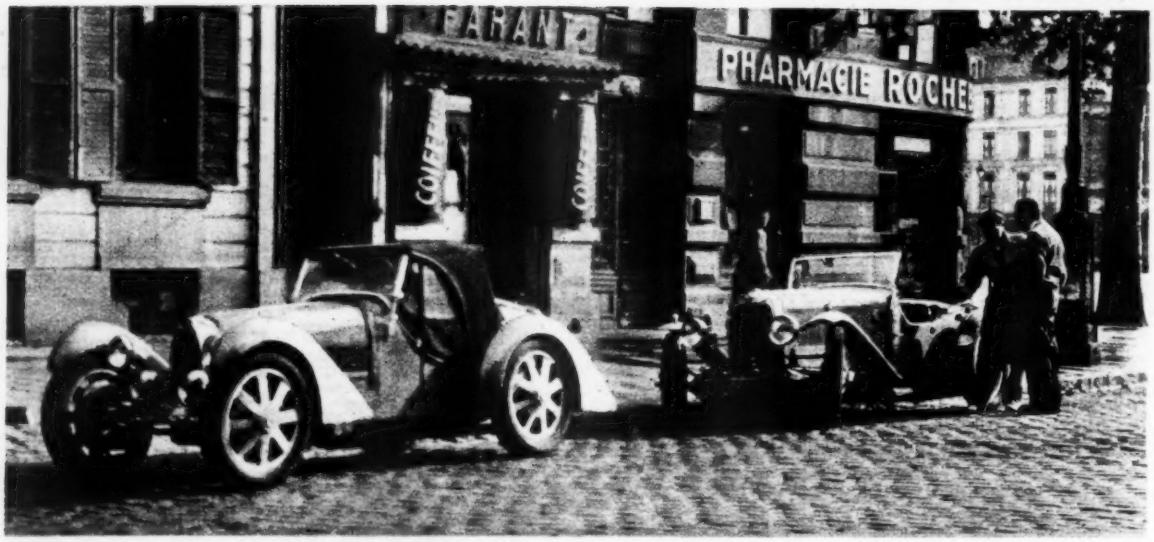
The road to "Mecca"—and the Aston Martin which made the Pilgrimage.

But what about the Type 73 sports model, pray tell? And the new 4.5-litre, Type 64, to follow in the wheel-tracks of the famous Fifty-seven? And the supercharged 350 c.c. four-cylinder? Ah, that was another question. Three questions, in fact. But Marco was not unforthcoming and permitted his guests to inspect a 73 engine and a complete chassis.

Basically, the former is a 37 modernized by the addition of a detachable head and improvements in the induction porting and oil pumps; which is to say that it is an unsupercharged four-cylinder unit with plain bearings, single o.h. camshaft, three valves per cylinder and 1½ litres of displacement. Up to this point they don't mind anybody knowing what the Type 73 *is*; but their plans for it, which the Pilgrims describe as "exciting," must for the nonce remain veiled.

It has always seemed to me a moot point whether Bugatti design is habitually ahead of its time or just out of time altogether; considered *vis-à-vis* the 37, the new Type 73 seems to lend fuel to the latter theory, for the former, be it recollected, made its début a small matter of twenty-three years ago. And yet, despite the modern sample's affinity to such a remote forebear, it is a safe prediction that the 73, when it finally reaches the public's hands, will deride, rather than bear, comparison with most contemporaries of similar capacity.

As to the Type 64, the thing that worries them is whether, by the time it reaches a marketable stage, anybody will have enough money to pay for it. The chassis, a really sumptuous piece of work, is of aluminium alloy and houses a 4.5-litre straight eight engine with twin o.h. camshafts and two valves per cylinder: in a word, the



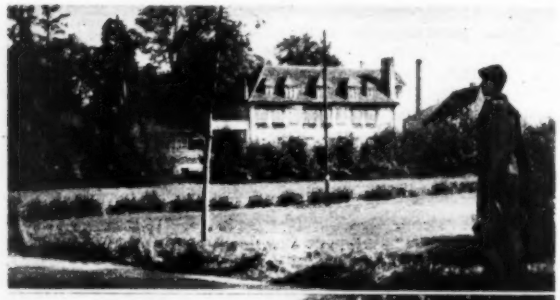
The A.M. parks behind a modernized Type 37 Bugatti in Lille. Inevitably, the drivers compared Molsheim notes . . .

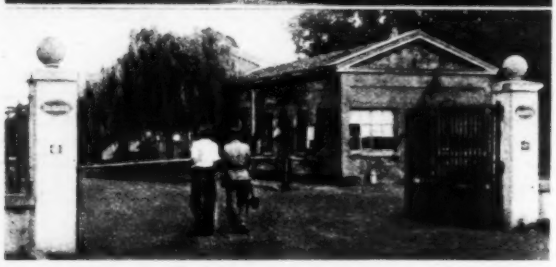
MOLSHEIM PILGRIMAGE . . . . . continued

logical successor to the Type 57 of fond and recent memory. The chassis seen by the Whincops was clothed by a body similar to, but larger than, the Type 57 S Elektron coupé.

I wonder whether anybody ever knew what Ettore intended to *do* with his double-o.h.c. supercharged 350 c.c. engine, with pistons about an inch in diameter and a five-figure crankshaft speed? I wonder, if it comes to that, if *he* knew what he intended to do with it? Anyway, such speculations, though pleasant for whiling away these long evenings, do not really get us anywhere, because it has now been decided to do nothing with it. France being a republic, they can't even promote it to Crown Jewel status. One story is that Le Patron, whose ingenuity knew no bounds when it came to wasting war-time manpower at the Herrenvolk's expense, kept many hands busy during the Occupation on the development of this smithereen.

Le Patron's chateau.





Factory gates at Molsheim—two of the Pilgrims cross the threshold.

If something doesn't happen soon concerning the 1½-litre Bugatti designed for Formula A racing there will be mighty little lifespan left in Formula A, and in any case, one may ask, by what sort of alchemy do they hope to squeeze modern Formula A power output from an apparently conventional four-cylinder unit with one stage of supercharge? The same thought was possibly in the Pilgrims' minds, but that would be no way for guests to talk to hospitable hosts. For their part the hosts merely vouchsafed that progress with the racing car continues to be hindered by one thing and another, notably labour difficulties.

The general idea, it will be remembered, was that this G.P. apparatus, even if it didn't produce a fancy power output, would have the merit of *existing* and being available for purchase by amateurs who, anyway, wouldn't know what to do with 350 b.h.p. if they had it. This talk of labour problems clearly implies that the intention is still to press on with the project, if and when the varletry step into line: which being so we must just hope that this particular Bugatti falls strictly into the "timeless" category, since it can scarcely be ahead of its time any longer, if it ever was.

Talking of Molsheim labour and the mood thereof, it was obvious even to the monolingual Whincops (who can do an elegant job of listening in two tongues, even if they speak only one) that present-day Bugatti personnel fall into two distinct and contrasting factions. On the one hand you have a small nucleus of survivors from the era of Molsheim's greatness in the racing world—heirs to the ideals on which Le Patron's own life and philosophy were founded—and on the other hand there is the run-of-the-mill majority, who neither know nor care what racing is all about and take rather an enthusiastic interest in politics, if you grasp my meaning.

In the nature of such things it is a fair assumption that the minority will get more and more minor as time marches on, and the majority more and more major, so that the *marque's* prospects of recapturing the glories of yesteryear, either in the racing field or in the manufacture of road conveyances for rich millionaires and such, can be anybody's guess.

And yet . . . and yet "The factory must go on." Those were Ettore Bugatti's last words. To the disciples who survive him, men of deep loyalties, that final admonition meant much, still means much. The task may be great, but so is the inspiration. The next year or two will show which is the greater.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

On the picturesque mountain road between Festiniog and Bala in North Wales. The car is an Austin A.40.

CORRESPONDENCE

FIFTH WHEEL DATA

Possibilities of Error Inherent in Design?

[62445.]—I have read with interest *The Autocar* Road Tests of new models during 1949. One potent factor which stood out was that in almost every case the speedometer tests showed that all instruments supplied to the car manufacturers were optimistic.

As I have had a lengthy experience of these units, this factor puzzled me; I had found that this was not in keeping with my own observations.

I hold no brief for speedometer manufacturers and therefore did not write to you until I could see a reason for these discrepancies. It seemed to me quite obvious that when a car was placed at your disposal for tests, the owners could easily arrange that the speedometer was accurate. This was in all probability done, and the car delivered with a speedometer which was not optimistic. It was noted that even the Rolls-Royce speedometer was shown to be inaccurate.

Upon reading my copy of *The Autocar* of January 13 I noted illustrations of your fifth wheel test gear on page 32 and then perceived an explanation to account for these optimistic speedometers.

The drive shown from the wheel to generator is by belt and pulleys, a system of drive long ago considered obsolete and inefficient. The slightest wear on either pulley would upset the predetermined ratio, besides the fact that any slip on the belt would cause your test instrument to read slow. I would estimate that your wheel turns at about 800 revs per mile, giving a generator pulley speed of over 1,000 r.p.m. at high speeds, and this speed on pulleys of about 3in diameter seems to me to be a sure indication of belt slip, which is possible even at low revs. After all, the generator does put up some resistance to the drive.

Taking the aforesaid into consideration and other factors which could show discrepancies I do not consider that your tests are accurate and that in all probability you read slow, which gives the optimistic results obtained by you on all speedometers.

T. RICHFIELD, Director,
Thos. Richfield and Son, Ltd.
London, W.1.

[The fifth wheels cover only a small mileage even in a year and the wear factor has been quite negligible. Pulley diameters, state and tension of the belts, and tyre pressures, are subject to constant check. As the pulleys are very nearly equal in diameter, the effect of even as much as 0.010in of wear on each pulley would be noticeable only after five places of decimals. Horse power transmitted by a belt is a variable factor, but the safety factor in the design is at least 50 times.

Fifth wheels are accepted test rigs both in the U.S.A. and in England, and have been for many years, and this journal's are subject to continual check. Instruments are periodically checked by their makers, and other tests have been: (i) controlled rotation at known speeds, (ii) comparison with cars of known accuracy, with the co-operation of the police, (iii) comparison with stop-watch figures, and (iv) checks over a measured distance at varying speeds (found to coincide up to three places of decimals).—ED.]

TROUBLE POINTS

More from the Service Angle

[62446.]—I would add to letter [62424], batteries in such a position that one has to perform acrobatics, assisted by a mirror, in order to top up.

And I think probably one of the greatest *modern inconveniences* is brakes where it is necessary to remove the wheels to adjust. I'll bet that there is a different adjustment on racing cars?

E. WHITE.
London, S.W.8. (Yet another mechanic.)

ROADS

Disagreement with *The Autocar* View

[62447.]—I feel that it is time someone took you to task for your views on road enlargements, and the desirability of innumerable autobahnen.

In your laudable attempts to promote convenience and road safety in this country, you lose sight of the ruination of the countryside and wastage of farm land involved.

In many places, all that is required is slight broadening and straightening of existing roads. For instance, the Great North Road is broad enough only for two vehicles abreast at one point, and at another, where accidents frequently occur, there is a vicious S-bend. The narrow part only requires broadening to the hedges, and only one small house need be demolished to enable the S-bend to be eliminated. It is these bottle-necks which, in most cases, are the cause of delay, not the lack of dual carriageways.

The comparison of British roads with Continental and American ones is unfair because those parts of the world are less highly populated than this, and the distances travelled

CORRESPONDENCE . . . . . continued

are therefore greater, necessitating faster roads. Their country beauty is also on a grander scale, and is less likely to be smothered by a clover-leaf flyover, or other eyesore.

The accusation which Michael Brown made in your November 25 issue that country lanes are the cause of many accidents is, in my opinion, false. The five places in this vicinity where smashes have occurred, within the last ten or fifteen years, have, with one exception, all been junctions of major roads to major roads.

To sum up, the roads of this country badly require improvement, but expensive autobahnen are a means of improvement to be avoided where possible. R. D. C. PASSEY.

South Milford, Yorkshire.

[Our correspondent is the victim of two popular fallacies. It would be far less expensive to build new roads than to widen existing ones, owing to the relative values of lands to be acquired for the purpose. Rural intersections were the scene of 20 per cent of the fatal accidents in the three years 1936-39, but the use of the term "minor" is always relative. Where a Halt or Slow sign occurs, it is, of course, the road carrying the sign. The use of such a criterion practically eliminates the major to major road junction such as that to which our correspondent refers.

It will be recalled that the County Surveyor of Oxfordshire carried out a definite campaign against such intersections in his county some years ago, and resulting statistics showed accident reductions of 66 per cent at cross-roads and 14 per cent at T junctions. He "staggered" cross-roads and opened out vision at T junctions.—ED.]

FAN NOISE

Export Fan a Source of Trouble

[62448.]—I have experienced the same fan noise as that described by Mr. G. L. Dibb [62425] with my 1948 8 h.p. Standard coupé.

I eventually discovered that I had an export model with a four-bladed fan. This was replaced by a two-bladed fan, with a considerable improvement. The bottom pulley will also have to be replaced for the normal two-bladed fan as fitted for the home market. F. R. TUCKER.

Southampton.

EARLY HISTORY

More About the Pioneering Days

[62449.]—The interesting letter from "Coachbuilder" [62404] is not quite correct. The name of the firm Daimler founded (with Duttonhofer) was the *Daimler* Motoren Gesellschaft, not the Cannstatt Motoren Gesellschaft.

Emile Jellinek was the old Austro-Hungarian Consul at Nice, and your correspondent is quite right when he mentions the service Jellinek did to Daimler's old company.

The first Mercedes was, however, designed by both Maybach and Paul Daimler—Daimler's elder son—not by Maybach alone. I well recall the tremendous sensation this Mercedes caused when it first appeared.

Epsom Downs, Surrey. ST. JOHN C. NIXON.

POST-WAR FINISH

Has External Appearance Deteriorated ?

[62450.]—Your review of *The Autocar* Road Tests makes interesting reading. The writer of the article rightly stresses the difference in opinion which results from a lengthy ownership as compared with a Road Test, however comprehensive.

I think most owners of post-war, medium-priced cars will agree with me when I say that the chief criticism of these cars concerns their external finish. Cellulose finish is not what it used to be, but the keen owner can deal with its shortcomings to some extent by buying from the manufacturer a tin of brushing cellulose and touching up the vulnerable parts regularly. Plating is another problem altogether, about which the average owner can do nothing. I should like to see in your excellent journal an authoritative statement explaining why the external plating on post-war medium-priced cars is so unsatisfactory. I can understand why bumper bars and hub plates should soon deteriorate as they are mounted close to the ground and are subjected to abrasive mixtures from the road surface. The same considerations do not apply to windscreen frames, door handles and ornamental plating.

I have taken the trouble to collect the opinions of a number of owners of post-war cars and I am surprised to find that they *expect* the plating to be poor on these cars. In every case they admit that the plating on their old cars which they had for 10 to 12 years was, at the end of that time, in better condition than the plating on their post-war cars after, say, one or two years. I feel sure that there must be good reasons for this and I look forward to reading the views of industry representatives on the subject. H. W. GILBERT.

London, S.E.3.

THE B.R.M.

Point of Improvement for the Breed

[62451.]—The old controversy, "Does racing improve the breed?" is applicable in many forms; that put forward by your correspondent [62391] being of great interest, as witness the development of M. Lago's remarkable Talbot cars. I would like, however, to submit one point in particular (to mention only one) where the design of the B.R.M. seems likely to advance knowledge of use to the modern, small, high-revving engines so popular today.

I refer to the use of plain bearings at what may well be unprecedented rubbing speeds, and, possibly, loads, for a reciprocating engine. Dimensions are, very properly, not disclosed at this stage, but I suggest that, on the questions of rubbing speed, rate of flow of oil through the bearings and temperature rise, the designer and suppliers will obtain data which could be of great value to the industry. This data, it seems to me, is directly related to the very high r.p.m. which are required to produce the necessary power from the 1½-litre category in racing. CLIVE GALLOP.

Leatherhead, Surrey.

THE MARGINAL CLASS

Low Cruising Speed Not Inevitable

[62452.]—I most heartily disagree with correspondent A. E. Jervis [62411]. A modern minicar need not necessarily have a cruising speed below that of modern commercial vehicles. No one can say that the Renault 760 or the Fiat 500 would be outclassed in British traffic streams. In fact, an intelligently designed light, but stable, British minicar, employing an adaptation of any 500 or 650 c.c. twin motor cycle unit, should be able to put up as good an all-round performance as the Morris Minor. J. J. NOLAN.

Walsall, Staffordshire.

NEW CAR DELIVERY

55-60 m.p.h. on A5

[62453.]—I agree completely with [62374]. I am a regular user of A5 and have been amazed and disgusted at the driving methods of, presumably, "trade" drivers of new cars.

Recently I followed three new cars along the Weedon-Towcester road and these were driven at a steady 55-60 m.p.h. for mile after mile and they, too, were mercilessly overdriven after traffic hold-ups and up hills.

A Belgian friend travelling with me remarked that possibly these same three cars would later be treated to a careful and painstaking 500 miles or so "en rodage" by some of his fellow-countrymen—too late to be of any real use.

Stoke-on-Trent. A. P. HITCHINGS.

Coventry-made Cars Suffer most?

[62454.]—I heartily agree with the writer of letter [62374]. You have only to see the speeding down Barnet Hill, especially early on a Sunday morning. Cars made in Coventry are the worst offenders. CAR SALESMAN.

Potters Bar, Middlesex.

—And a Note on Dazzle

[62455.]—With reference to car delivery along A5 [62374], Mr. D. G. Dickinson must surely have overestimated his cruising speed.

My experience (daily) of delivery drivers along this road is that most slightly exceed the allowed speed limit and the odd "black sheep" does perhaps exceed 50 m.p.h.

However, since the speed limit laid down by the manufacturer varies according to the car, I think that most drivers are little in the wrong.

Regarding the flapping of indicators and standing on brakes, if Mr. Dickinson can cruise at 50 m.p.h., or even 35 m.p.h., without them on A5, I take off my hat to him!

May I add that I am not a delivery driver, and agree that

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Won on

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Driving a HOTCHKISS

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Smee's V63

CORRESPONDENCE . . . . . continued

more care than is usually shown should be taken with new vehicles.

Regarding letter [62377] concerning cyclists dazzled by undipped head lights, I, too, have been dazzled whilst cycling, but at the same time must protest at the number of times I have been dazzled, when driving, by up-tilted, never-focused cycle lights, usually a dynamo set, which flash from side to side as the steering on the cycle is corrected.

May I thank you for the excellence of your journal and wish it continued success? P. D. TERRY.

Dunstable, Bedfordshire.

S.M.M.T. Investigating Complaints

[62456.]—I refer to the letter from Mr. G. Dickinson [62374] published in your issue dated January 6. Mr. Dickinson refers, of course, to a problem which is constantly in the minds of vehicle manufacturers and delivery agents, and to which this Society is endeavouring to find a solution.

While all cases reported as over-driving do not, on investigation, prove to be such (there is, for example, a mistaken impression that no car should exceed 30 m.p.h. during the running-in period) nevertheless this Society is always willing to investigate such cases on behalf of its members.

If correspondents will supply me with full details of any further cases which come to their notice I shall ensure that any action which is necessary and possible is taken. The details which I require are; make of vehicle, time, date and place of occurrence, and estimated speed of the vehicle.

S. E. CLARK, Secretary,
Society of Motor Manufacturers and Traders.

148, Piccadilly, London, W. 1.

THE NEW MIDGET

A Question Regarding Weight

[62457.]—In the issue of January 20 you have a Road Test of the new M.G. TD Midget, which has many commendable features.

But why in heaven's name is its unladen weight so fabulously high? Compare it, for example, with that of the Opel Olympia saloon in the same issue. Surely the M.G. Midget should be hundredweights lighter. B. ENGERT.

London, E.14.

"Sic Transit Gloria Mundi?"

[62458.]—I eagerly looked forward to your January 20 issue, knowing that there would be a full detailed article on the TD M.G. Thanks, quick work.

But I must admit that I am rather disappointed; now another of Britain's small true sports cars has gone the way of the rest. It has been tamed and domesticated.

True, the i.f.s. and steering have improved riding, but at all costs they should have retained the knock-off hubs and wire wheels. In my opinion it is no more a Midget, having grown up and out of all proportion to the snappy little M-type.

I am the proud owner of a J1 Midget and can still give its brothers a run for their money—the overhead cam job was the finest engine they made, simple yet very effective.

Reading, Berkshire. JOHN H. JONES.

UTILITY HEADACHES

Taxation Tribulations in the Private and Goods Class

[62459.]—Your correspondent [62375] who converted a van into a utility has not encountered half his troubles. I presume that he has not yet licensed the vehicle.

I converted a van into a motor caravan for my private use. Upon presentation of my application form at County Hall, London, there was a fine example of "buck-passing" by the staff, the outcome being three licences written out and two of them torn up before they finally made up their minds to tax the vehicle as goods and private.

That meant that it bore the commercial rate of tax by weight (55 cwt) as against the horse-power (18).

I was informed that they always tax at the higher of any two rates as a matter of course.

This did not entitle me to use red petrol and I had to accept private white coupons which were issued on the basis of the horse-power rating.

Upon my request for half-duty rate on this licence, because the vehicle was using white petrol, I was told it was not allowed as it was licensed as a commercial vehicle.

"Heads I win, tails you lose" is an honest gamble compared with this kind of treatment which is used when dealing with motorists. D.

Buckhurst Hill, Essex.

BELGIAN BRISTOL

Designer of Brussels Show Car Makes a Point

[62460.]—As designer of the Bristol body shown on page 70 of your issue of January 20, I should like to point out that designing is purely a hobby of mine, following encouragement by Dr. Porsche (with whom I am still in touch regarding a special body on the Volkswagen).

For the Bristol, I have tried to meet the criticisms of those who look at aerodynamic designs strictly from the mathematical point or view, and I have tried also to compromise aesthetically. P. D'HAVELOOSE.

Brussels.

PETROL

Organization Needed to Improve Supplies

[62461.]—As an example of reactionary thinking, letter [62400] from "Dumpling" would be hard to beat.

Can he not visualize the possibility of London schoolchildren (why only London, I wonder?) getting their milk, the farmer getting the vaporizing oil, and at the same time the motorist being freed from the tyranny under which he is at the moment oppressed?

I submit—and my opinion is shared by many—that, with proper organization and a lot less prejudice, both political and from people like "Dumpling," there is no good reason why the word freedom should continue to mean so little to the motoring public. C. BOLANDER.

West Wickham, Kent.

HEIGHT OF LAMPS

No Sacrifice of Bonnet Polish

[62462.]—I feel compelled to comment on letter [62373] regarding dazzle from shining bonnets.

Mr. C. A. Rothan should know that by far the greatest amount of dazzle is from the oncoming head lamp itself and that by comparison the light reflected from the shiniest of convex surfaces is insignificant.

It is a well-known fact that the greatest dazzle offender is the low-mounted so-called pass light. For my part, I refuse to allow my car to simulate a corporation dust cart in order to assist the sales of this diabolic contraption and am determined that its declining years shall be as respectable as loving care and a little elbow-grease will allow.

Let us have our lamps as high as possible—on the roof if possible; let us have them directed at the road and let us have them welded in that position by the makers so that, by accident or design, they cannot be raised up to or beyond the horizontal; let us, in short, see a return to a modicum of courtesy on the road. P. E. IVISON.

Hutton, Essex.

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Monte Carlo Rally: Imhof 's Allard, which earlier on had made acquaintance with a telegraph pole, in the snowy mountain section before Grasse.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

THE RALLY: COULD WE DO BETTER?—SUPPORT FOR B.R.M.—GOODWOOD PROGRESS

THIS year's Monte Carlo has demonstrated several things of which as a nation we should take note. The first is that we do possess cars and drivers which are capable of taking the highest honours in this type of event: and yet this time did not do so. Partly the luck of the game; partly the fact that we normally in this country get far too little practice at coping with really bad conditions of snow and ice—and partly, I am afraid, because many British entrants do not take the job sufficiently seriously, and are inclined to give up before the day is really lost.

Many of the smaller French cars, with no better equipment than ours, no heaters, no sound insulation, and cramped accommodation for the crew of only two, were driven through to the finish with immense determination and enthusiasm, which is reflected in the results obtained. Moreover, there are still a few British competitors who, when things do not go as they think they should, and they have a grievance, real or imaginary, take refuge in rudeness and harsh words—which do neither themselves nor the remainder of the British contingent any good at all. This has been said so often that it becomes almost trite, but it is still worth repeating; never let us forget when abroad that we are the guests of some other country, and should behave to their representatives as to our hosts, however tired and indignant we may feel at the time.

MANY and wonderful are the odd stories related by Rally competitors anent their adventures during the fateful three days; one driver, for instance, swore that for miles and miles he had been directed by a little green man sitting on the bonnet of the car, who could apparently see the road much better than the driver. But his crew, who had been wondering how on earth he could keep up such a speed in the prevailing weather conditions, were hardly reassured by his explanation. Another car pulled up all standing on a dead straight road, and was promptly run into from behind; on inquiry it was discovered that the first driver was under the impression that there was a large hole in the road, invisible to everyone else.

ENTHUSIASM for the B.R.M. is growing. Plans are under way to form a B.R.M. Supporters' Club, to which Donald McCullough, chairman of the B.R.M. Trust, has given his approval. It is proposed to hold a meeting at King's Lynn on February 17, and those interested should contact Mr. R. G. Howe, of the Lynn *News and Advertiser*, Purfleet Street, King's Lynn, Norfolk.

IT is whispered that the Gordini-Simca plans include a 4½-litre unblown Formula I car, in addition to the 2-litre V-eight. Trevoux, incidentally, will drive for Simca at Le Mans.

WHILE Goodwood has been closed during the winter months, many improvements have been, and still are, taking place. Terraces are being erected in the enclosures to give spectators a better view of the racing, and a large new paddock is under construction.

WINNER of the 1949 Star competition organized by the British Trials Drivers' Association was J. Clegg; he had 272 marks to his credit. W. H. Waring, with 270 marks, came second, C. L. Bold (264) third, R. E. Holt (239) fourth, G. R. Holt (238) fifth, J. H. Appleton (229) sixth, K. Rawlings (226) seventh, B. K. Thompson (222) eighth, and M. Wilde and K. E. O. Burgess (221) tied for ninth place.

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THE SPORT . . . . . continued

This competition is run on a marking basis, for which only "classic" trials—usually of reliability type—qualify. Entrants in the 1950 Star competition have 18 events from which to choose their maximum of eight trials, the best six of which count towards their final placings in the competition. Two meetings this month attaining to "classic" status are the Hagley club's Clee Hill Trial, on February 5, and the Southsea Motor Club's President's Trophy Trial, on February 19.

NEWS comes from Brescia that the early entries for this year's Mille Miglia include four Healeys and two Austins. One of the Healeys has a 5-litre engine and is accredited with a maximum speed of 125 m.p.h. This sounds like one of the Cadillac-engined versions from the United States.

THE death of Jimmy Cohen recently ended a brave fight against hopeless odds. He was one of two Manchester garage proprietors who entered last year's Mille Miglia without any previous experience. They crashed soon after the start. Hignett was killed and Cohen, terribly injured, was given up for dead by the doctors. However, he was flown home in a special plane and his willpower and energy kept him going. He had even managed to take an interest in his business again.

I HAVE more news of the Argentinian race run over the Mar del Plata circuit on January 15; the bare results were given on January 20. The meeting, consisting of two races—for sports and Formula 1 cars — seems to have been punctuated by misfortune. Ascari (Ferrari) won the big event, which started with Fangio leading from Villoresi and the field by "nothing at all." On lap 13, Villoresi just managed to get by, but spun in his effort, and Fangio crashed into him. Five spectators were injured—none seriously—and the cars are reported to be not badly damaged. Chiron's mechanics worked from six o'clock in the evening to ten o'clock the next morning changing the crankshaft of his Maserati, in which he finished fourth; and Bira, driving well, could have bettered his ninth place but for several pit stops. The sports car event was won by Menditeguy in the latest sports Ferrari at 59.6 m.p.h., with Mieres (Alfa-Romeo) second, Rodrigo (Maserati) third and Tornquist (Alfa-Romeo) fourth. A spectator crossing the track in front of Mellepiani, driving in this race, was, unfortunately, killed.

IT would seem that the R.A.C.-West, of Holland, intends to make the Tulip Rally (April 16-22) a "Monte in the spring," with tulips for company in place of snow. Details were given on January 27. Further news: 150 entries are being reserved for foreign competitors from a total of 255; closing date is March 4. With cash prizes, silver cups and plaques and spring in Holland, the club is expecting an outsize entry. Quick action, I think, is indicated.

Ten starting points are in prospect—The Hague, London, Monte Carlo, Glasgow, Copenhagen, Berne, Rome, Paris, Bordeaux and Brussels—and there will be two special sections; the Route of the Fifteen Mountains, a moderately difficult stretch of 140 kilometres between Belfort and Gerardmer, and the Route of the Thousand Curves—a winding section of 215 kilometres between Luxembourg and Liège. Both, however, will follow excellent roads and will not demand from men or machines more than is compatible with the touring character of the Rally.

The scheduled average of 31 m.p.h. will be modified over these special sections to suit cars according to their individual classification. Only normal, standard-type cars, without superchargers, may be used, and teams may not exceed three persons. The final eliminating test, to determine the winner from non-penalized finishers, will take place at Zandvoort. Organizing club: R.A.C.-West, 259, Van Alkemadelaan, The Hague, Holland. J. A. C.

CLUB NEWS

Chiltern Car Club.—The presentation dinner, held last week at Gerrards Cross, was supported with all the loyalty which one now expects among the not-so-famous-but-all-the-more-keen clubs of 1950. The dinner was graced by the Viscount and Viscountess Curzon, Bruce Belfrage and "Stainless Stephen," the last dispensing a stream of top-grade humour which marked him out as a past master of after-dinner entertainment. Cups and trophies were distributed liberally by Viscountess Curzon, a great proportion being carried away on a tray by Walter Edgar, one of the members "in the trade" and, it would seem, in the know-how.

East Anglian C.C.—Another new club; it was formed at a meeting held in the Bull Hotel, Halstead, Essex, on January 22, and already has 40 members. The chairman is Eric Golightly, maker of the A.W. Specials, and R. K. N. Clarkson, of The Chase, Halstead, Essex, is the secretary.

West Hants and Dorset C.C.—Regulations for the Hartwell Cup Trial on February 12 are out. The course covers 65 miles of Dorsetshire country and is suitable for normal everyday cars. There are two classes—one for closed, the other for open cars. The start is at 10 a.m.

North London Enthusiasts' C.C.—110 members and friends attended the annual dinner-dance at the Hendon Hall Hotel, Hendon, London, N.W.4, on January 20. F. J. Findon, who was in the chair, proposed the toast of "the Club" in an amusing and entertaining speech, to which A. C. Nobbs replied. Mrs. Findon presented the prizes, and dancing continued until midnight. Useful highlight of the evening: a raffle, ably organized by Jim Mayers and David Render, of two framed photographs of the B.R.M. Result: a useful contribution towards the Midland Automobile Club's B.R.M. fund.

Motor Cycling Club.—Two Continental summer tours are being organized—one to Spain, the other to Switzerland. Catering for the early holiday, the Spanish tour will start on May 6, and will end on May 21; for the late holiday the Swiss tour is scheduled to start in September; the exact date has yet to be fixed. Price: approximately £30 per person for Spain, and £41 per person for Switzerland.

Herts County A. and A.C.—Eight clubs will be competing in the Winter Cup Trial to be run this Sunday. Starting from the Red Lion Hotel, Wendover, Buckinghamshire, competitors will cover a 40-mile course on the north-west bank of the Chilterns. The finishing point is the Lambert Arms, Aston Rowant, where tea will be available.

Irish Motor Racing Club.—The frost-bound observed hills of the Winter Trial on January 21 presented little difficulty. Four driving tests made W. B. Groves (M.G. 1,250) the winner by 1½ marks from M. P. Cahill, runner-up, with his supercharged 1,287 c.c. M.G.

British Automobile Racing Club.—The hon. general treasurer's report at the club's annual general meeting, held in the R.A.C on January 26, was a good one. At a time of increasingly heavy overheads, a surplus of £531 12s on the club's general events programme for 1949 was recorded; and this despite a setback in the finances of the 1949 Jersey race. The good result is largely attributed to the club's association with the development of Goodwood, of which it is the appointed racing manager. A 1948 loss on the club journal has been converted in 1949 to a profit.

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COMING SHORTLY

FEBRUARY 3.—Sheffield and Hallamshire M.C. Annual dinner and dance and presentation of awards, Grand Hotel, Sheffield.
3.—North-West London M.C. Annual dinner and dance, Rembrandt Hotel, South Kensington, London, S.W.7, 6.45 for 7.15 p.m.
3.—Cornwall Vintage C.C. Annual general meeting, with film show by H.R.H. Prince Chula Chacrobongse, Goonvrea Hotel, Perran-ar-Worthal, 7.15 p.m.
4.—Vintage S.C.C. (Northern Section). Annual general meeting, Angel Hotel, Knutsford, Cheshire, 5.30 p.m., followed by buffet tea and film show.
4-5.—Bugatti O.C. Night Trial, starting Watermill Roadhouse, Dorking, Surrey (on main Dorking-Reigate road), 9.30 p.m.
5.—Kentish Border C.C. Closed reliability trial, starting from Bull Hotel, nr. Swanley, Kent, 1.30 p.m.
5.—Herts County Automobile and Aero Club. Winter Cup Trial, starting Red Lion Hotel, High Street, Wendover, Bucks, 12 noon.
5.—Hagley and D.L.C.C. Clee Hill Trial, Bridgnorth, Shropshire.
6.—Southend and D.M.C. and L.C.C. Film show on Indianapolis 500 Miles Race, Spreadeagle H.Q., 7.30 p.m.
8.—Association of Northern Car Clubs. Meeting, Grand Hotel, Manchester, 7.30 p.m.
8.—Brighton and Hove M.C. Annual general meeting.
10.—Cheltenham M.C. Annual motorists' ball, Town Hall, Cheltenham, 8 p.m. to 1 a.m.
10.—Kentish Border C.C. Annual dinner and dance, Bromley Country Club, Crown Lane, Bromley, Kent.
10.—Stockton and D.M.C. Annual general meeting, Headquarters, 7 p.m.
11.—Bristol M.C. and L.C.C. Full Moon Cup Trial, starting Paradise Road House, Bridgwater Road, Bristol, 1.30 p.m.
11-12.—**Sestrieres Rally, Italy.**
12.—West Hants and Dorset C.C. Hartwell Cup Trial, 10.15 a.m.
12.—Maidstone and Mid-Kent M.C. Tyrwhitt-Drake Cup Trial.
12.—Southend and D.M.C. and C.C. Touring Trial, 10 a.m.
12.—Lancashire and Cheshire C.C. Trial, Macclesfield, Derbyshire.
12.—M.G. C.C. (S.E. Centre). Trial, Chilterns.
17.—Lagonda Record. Annual general meeting, Prince of Wales, Drury Lane, London, W.C.2.
17.—Shenstone and D.C.C. Dance and presentation of awards.
18.—Midlands Motoring Enthusiasts' Club. Minimum mileage and route finding competition, starting Man in the Moon, Redditch Road, 6.0 p.m.
19.—Southsea M.C. President's Trophy Trial, Hants.

IN BRIEF

A new depot has been opened by the Goodyear Tyre and Rubber Co. at 200-208, Broomhall Street, Sheffield, 3. (telephone Sheffield 23136.) Mr. V. P. Cook will act as office manager of the new depot, which will operate under the jurisdiction of the Goodyear main branch at Leeds.

Shell-Mex and B.P., Ltd. (distributors in the U.K. for the Shell and Anglo-Iranian Oil Groups) announce that Mr. C. T. Brunner and Mr. T. A. D. Hewan have been elected directors and appointed the general managers of the company. Mr. C. H. S. Haygarth has been appointed deputy general manager.

On January 23 a most successful party for the staff and friends of Godfrey Davis, Ltd., was held at Seymour Hall, in London. A large gathering made good use of the excellent dance floor and band.

Welding Dictionary: French, German, Spanish, English, compiled and edited by R. N. Thompson, Editor of *Welding,* has been published by the Louis Cassier Co., Ltd., and is being distributed by Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1. The book is intended to keep pace with the development of this new technique which has given rise to many new words and phrases with specialized meanings. Price, 21s.

A third edition of the *Autodictionaer,* a dictionary of motoring terms in German, English and French, compiled by Dr. G. F. Dierfeld, is now available. It contains 304 pages and 25,000 terms, a large number of which have been added for this edition. The *Autodictionaer* is published by Albert Nauck and Co., Gutenburgstrasse 3, Berlin-Charlottenburg, 2. The price is dm18.00. It may be obtained from the publishers, or by ordering from booksellers in this country.

The Motor Age, by K. G. Fenelon, in the series of Common Ground Books, is a brief illustrated history, on art paper, of mechanical transport. The series is planned to tell the story of a subject by means of pictures with a related text. The publishers are Common Ground Books, Sidney Place, London, S.W.7. Each volume costs 2s 6d.

Barimar, Ltd. announce that their frost-repair squads have been mobilized in the London and provincial factories to render prompt aid to any cylinder blocks or heads which may have fallen victims to the recent cold spell.

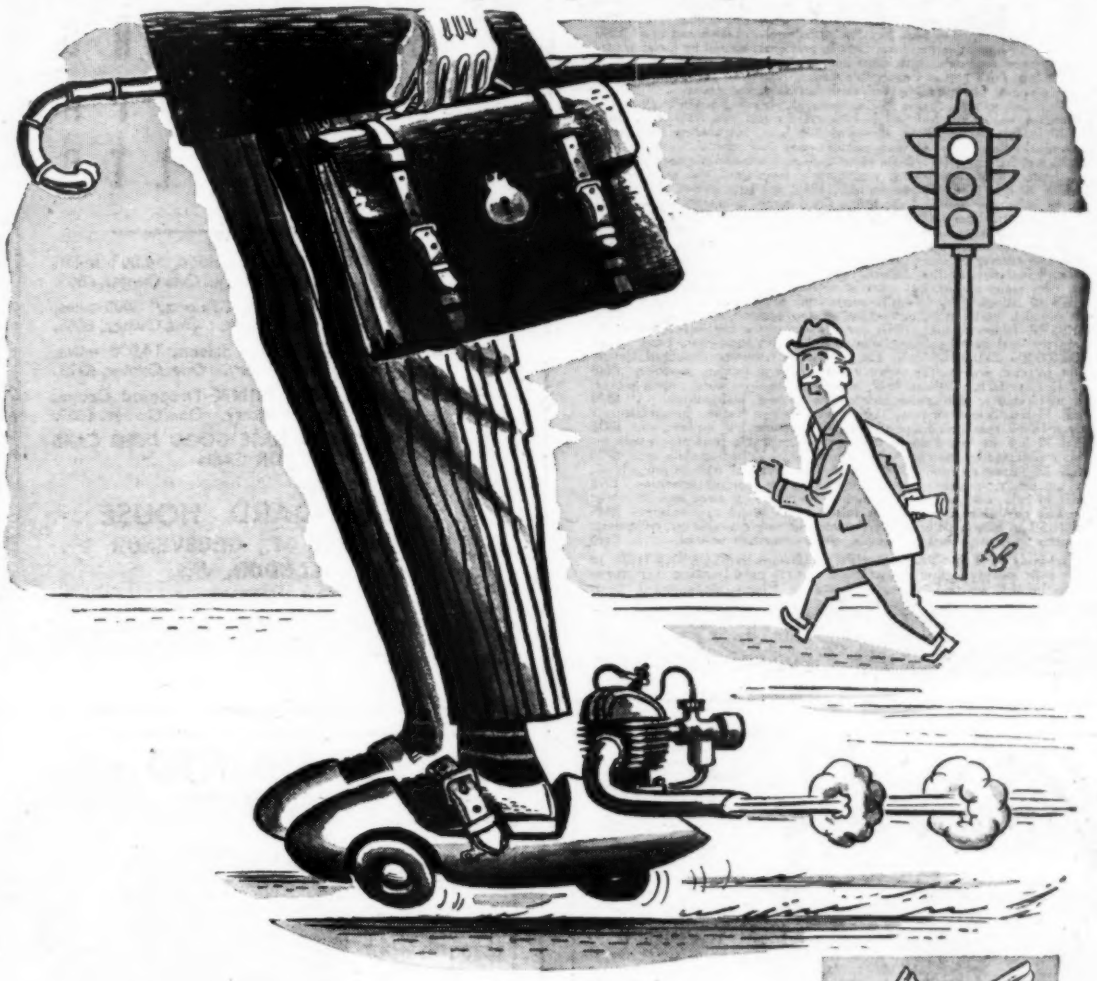
The report of the directors of Henlys, Ltd. shows that the net profit, for the year ended August 31, 1949, was £112,338. It is proposed to transfer £5,000 to the staff benevolent fund, £50,000 to the general reserve, £37,293 to shareholders, and to carry forward £20,045.

Monte Carlo Rally competitor, W. H. Robinson, had the wheels of his Jowett Javelin shod with Wyresoles. This is a development of the firm of Tyresoles, Ltd., Wembley, Middlesex, and provides steel "claws" in the tread rubber.

Mr. Norval Franklin Myers has been appointed a director of the Anglo-American Oil Co., Ltd. He is an American and was awarded a Medal of Merit by President Truman for his services during the war with the national defence research committee. Mr. Myers will be concerned mainly with the company's refining activities in this country.

The Nuffield Organization has appointed Mr. F. C. Achurch, O.B.E., as general service manager. He has been connected with the Organization's service activities for 27 years. Mr. C. W. Baker, who has been working in America since the middle of last year, has been appointed resident representative for North America and Canada. He will operate from Chicago.

Whatever the shape of things to come . . .



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FORD 30 h.p. Mercury, 1946/7, six seater Saloon, black and chrome, real hide interior, heater, looks brand new, scrupulously maintained, one owner **£995**
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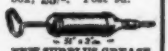

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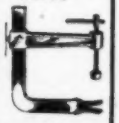

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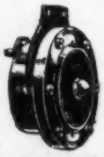

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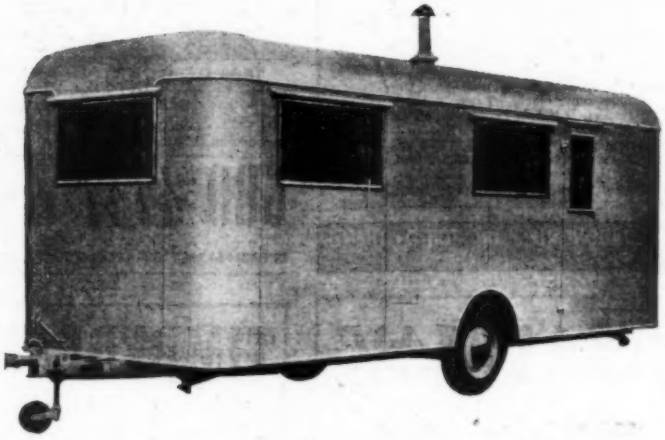

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£350.—Alvis 1935 Speed 20 4-door sports saloon, magnificent appearance, new radiator and engine overhaul.

£175.—1933 Speed 20 4-door sports saloon, excellent condition throughout.

£165.—1932 T.L. 12/60 sports 4-door saloon, knock-off wheels, rear boot, twin S.U.s, new batteries, also many other open and closed; part exchanges, enquiries welcomed, insurance and hire purchase and any car at once.

ALTON Garage, the Alvis people, Upbrook Mews, Craven Rd., Paddington 0385. [8536

ALVIS

ALVIS in Scotland.—Sales, spares and service.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow. C.3. 'Phone Douglas 7598. [0548

1939 Alvis 12-70 sports saloon, in exceptional order throughout; £595.—Vandervell's, 215, Haverstock Hill, N.W.3. Primrose 4441. [7367

ALVIS 20hp Crested Eagle saloon 1937, one owner, black, perfect condition; £400 or offer.—R.P.G., 61, Regents Park Rd., N.W.1. Pri. 3305. [8475

ALVIS 1935 Silver Eagle 5-seater, excellent condition, engine recently rebored, tyres good; £315, or near offer.—Griffiths, c/o Exton Post Office, Devon. [8456

1948 Alvis fixed head coupe with canvas top, finished black, 3,500 miles.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8258

1932 Alvis 12-50 saloon, in good condition; what offers over £100?—Forge Garage (Petersham), Ltd., 192, Petersham Rd. Petersham, Surrey, Richmond 1854. [7342

1937 Alvis 17 saloon, genuine 39,000 miles; a car of real character in exceptional condition; £475.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [7969

495 gns.—Alvis 12-70, late 1939, sports tourer, dark blue, blue leather, twin wind-tone horns, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8371

ARNOLD G. WILSON, Ltd., can offer used post- and pre-war Alvis cars in exceptional condition; details of new models on request; a limited number of orders for these can be accepted; part exchange, terms. Our well-equipped service station is backed by a complete spares department.

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0022

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0914

WANTED.—Alvis cars, post-war saloon and coupe models, send all details to:—

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0023

CHARLES RICKARDS, Ltd., wish to purchase good used Alvis cars.—56, Bayswater Rd., W.2. Paddington 1820. [7922

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

1948-9 Alvis; please give particulars and price. —A. Freeman, Ltd. Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0494

INDEX

	Page
Agents Wanted	59
Ambulances	56
Auctions, Tenders, etc.	63
Batteries, etc.	59
Books, etc.	63
Brakes, Cables, etc.	59
Business and Property	59
Camshafts	59
Caravan Section	56
Carburettors, Economisers	59
Car Heaters	59
Car Radio	59
Cars for Hire	58
Chromium Plating	59
Clothing, etc.	59
Coachbuilders and Bodies	59
Commercial Vehicles	56
Consultants	59
Conversions	59
Cylinder Grinding, etc.	59
Cylinder Heads	60
Dynamos	60
Electrical Equipment	60
Electric Vehicles	56
Engines and Accessories	60
Exchange	59
Export	60
Financial Partnerships	60
Garage Equipment	60
Gaskets	60
Gear and Steering Boxes	60
Generating Plant	60
Hoods, Cellulose, etc.	60
Hotels	60
Independent Suspensions	61
Insurance Companies	61
Insurance	61
Loose Covers	61
Magnetos	61
Mats, Rugs, etc.	61
Miscellaneous	61
Mobile Canteens, Kitchens, etc.	61
Motor Cycles for Sale	56
Motor Hearses	56
Mudguards	61
New Cars	57
Number Plates	61
Packing and Shipping	61
Parts and Accessories	61
Petrol Economisers	62
Pistons	62
Racing Equipment	62
Racing Fuel	62
Radiators, Muffs, etc.	62
Repairers, Welding, etc.	62
Safety Glass	62
Second-hand Cars for Sale, Wanted and Spares and Services	35-56
Shock Absorbers	62
Sleepers	62
Situations Vacant	62
Situations Wanted	62
Speedometers	63
Storage	63
Superchargers	63
Trailers	57
Tuition	63
Tyres and Tubes	63
Wheels, Discs, etc.	63

Alvis Cars Wanted

G. W. WILKIN, Ltd., of Kingston-on-Thames, are keen buyers of Alvis cars in good condition. Alvis agents for sales and service. Kingston 2241. [6597

CHARLES FOLLETT, Ltd buy good late model cars.—18, Berkeley St., W.1 May. 6266. Service, Works and Stores, 12, Wellesley Ave., W.6. Riv 1413. [8361

BROOKLANDS OF BOND STREET, Ltd., London and Home Counties distributors, have new and used cars in stock, and are always interested to have details of any Alvis cars for disposal.—Mayfair 8351-6. [0299

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, "Alviscar Gold London."

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, "Alvis, Coventry."

CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8366

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin, Ltd., Weston Park and 84, Eden St., Kingston 2241. [1585

JAMES H. GALT, Ltd., Alvis distributors for Scotland. Works, 71-73, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 0638. Comprehensive spares and service. [0730

ARMSTRONG SIDDELEY

J. DAVY offers:—

11000 miles, 1947 Armstrong Typhoon saloon, black, fawn upholstery, very carefully maintained in new condition; £995.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6495. [6436

CAR MART, Ltd.

1948 Armstrong 16 Hurricane coupe, 10,000 miles; £1,095.

1948 Armstrong 16 Typhoon saloon, 3,000 miles; £1,195.

1947 Armstrong 16 Typhoon saloon, 16,000 miles; £995.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8343

PASS & JOYCE, Ltd., offer:

1948 Armstrong Siddeley Lancaster saloon, blue, in immaculate condition.—184, Gt. Portland St., W.1. Museum 1001. [7505

CHARLES FOLLETT, Ltd., offer:—

1948 Armstrong Siddeley Typhoon 2-door saloon, black, brown leather, 1 owner, 12,000 miles, carefully maintained; £1,100.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [8027

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Armstrong Typhoon, blue with blue leather, 7,000 miles, spare unused, indistinguishable from new; £1,095.—Portsmouth Rd.; Thames Ditton, Emberbrook 4343. [8550

1948 Armstrong Hurricane coupe, black, brown upholstery, 10,000 miles, in excellent condition.

EUSTACE WATKINS Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.5 (Flaxman 8181). [8157

GORDON CARS (LONDON), Ltd.—1946 Armstrong Typhoon saloon, grey/brown leather, 18,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon, blue/grey leather, 15,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Armstrong Lancaster saloon, fawn, 7,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Armstrong Lancaster saloon, blue/blue leather, 18,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8001

1947 Armstrong 16 Typhoon saloon, 7,000 miles; £985.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2740

1946 Armstrong Siddeley Hurricane coupe, cream, radio, one owner; £765.—Montroe Motors, 91, Epping New Rd., Buckhurst Hill. Buc. 5175. [7661

ARMSTRONG limousine full 7-seater, absolutely as new; £675.—Progressive Car Sales, Heather Garage, Heather Gardens, N.W.11. Speedwell 0071-2. [5215

WALTER SCOTT, Ltd.—1937 Armstrong 25hp saloon, grey, very exceptional condition; £235.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [7419

ARCHIE SIMONS & Co., Ltd.—Armstrong Siddeley 20hp 7-passenger limousine, leather throughout, face-forward seats; £295.—94, Gt. Portland St., W.1. Lan. 1343. [7886

1937-8 (November) Armstrong 14 de luxe saloon, one owner guaranteed; £230; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [8016

1946 Armstrong Siddeley Lancaster saloon, 9,500 miles, exceptional condition throughout, black brown leather.—Beardmore 26, Queensway, W.2. Bay. 0136. [6577

1947 (April) Armstrong Typhoon saloon, black, 7,000 miles only, almost like new; £925.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8438

1939 model Armstrong Siddeley 17hp saloon, immaculate; bargain at £275.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [8130

ARMSTRONG SIDDELEY

FOR sale, 1938 Armstrong Siddeley 25hp limousine, one previous owner, Mulliner body, disappearing division colour blue, black, mileage 32,000.—Apply, Bearinstain, 35, Castle St., Aylesbury, Bucks. Tel. 507. [7660

1939 Armstrong Siddeley 25hp 7-passenger limousine, black, one private owner, genuine mileage only 27,000, car is as new in every respect; £975.—John Gray, 20, Hermitage Lane, N.W.2 Speedwell 1242 [7578

£825.—1947 (October) Armstrong Hurricane coupe, £450 under list price, new condition throughout, having only done a small mileage, fitted Radiomobile, taxed year.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [8144

1948 Armstrong Hurricane, finished grey, one owner, chauffeur kept, moderate mileage, in faultless condition throughout; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [8566

295 gns.—Armstrong Siddeley, July 1937, 17hp 4-door touring saloon, dark blue, sliding head, blue leather, preselector, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8372

£395!—Armstrong Siddeley 17hp 8-seater enclosed limousine 1937, very nicely finished in black and chrome with particularly stylish upholstery, front and rear; face-forward occasional seats, upholstered to match; glass division and every refinement; whole car in very outstanding order, especially mechanically; engine quiet, satisfying performance and especially recommended for its extremely low running costs; all tyres are in good order, and the car is ready to be put into immediate operation.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115; 22 other limousines in stock, also 250 other cars; write for 18- page list, easy and confidential h.p. facilities, part exchanges; free delivery of any car anywhere in the United Kingdom; near main line L.M.S. station; frequent trains from Euston and Watford take only 50 minutes, or from Coventry, Birmingham, Oxford and Cambridge, Notting, Peterborough and the north direct via Bletchley; by road just under four miles off main A5 Watling Street. [8266

9000 genuine mileage, 1939 Long-17hp—partitioned, blue leather Limousine, forward occasionals, 1949-condition, immaculate. Below.

1938/1939 Long-25 partitioned Limousine, widest occasionals, black, genuine 32,000, original private owner, from-£820.

LIMOUSINE 1937 Long-17hp, partition, wide occasionals, black, private, exceptional throughout. £585.

LIMOUSINE 1936/20hp, partition, 7-forward, black, 1946-condition throughout, genuine 25,000, private, delightful. £365. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8311

Armstrong Siddeley Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 3434. [0951

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3374

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester Tel Blackfriars 7843. [0601

Armstrong Siddeley Spares and Service

GEAR box specialists, we will solve your preselector and fluid flywheel difficulties.—L. A. Hills (Hendon), Ltd., Finchley Lane, N.W.4. Hendon 1145-6. [0559

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Armstrong Siddeley owners.—Mayfair 5242. [0873

ASTON MARTIN

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 8291. [8293

£575.—Aston Martin 1937 15-98 2-litre long chassis tourer; first-class condition throughout.—Box 1741. [6837

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1365

ATALANTA

A UNIQUE and rare motor car in very fine condition; a 1939 12-cylinder Atalanta 4-door sports sedanca saloon, one owner since new, chauffeur kept, genuine low mileage.—Further particulars from R. F. Fugge, Ltd., Bushey Heath, Herts. 'Phone 1685. [8230

AUSTIN SEVEN

£162/10.—Austin Ruby de luxe saloon, complete engine overhaul, taxed, full coupons.

X.L. Service Station, Kingston Vale, S.W.15. Kin. 8333. [8332

1939 Austin Big 7, recently overhauled; £285.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8043

AUSTIN Big Seven, 1936 2-str., tourer, re-cellulosed and engine completely overhauled this year; over 40 mpg, very carefully used; £150; exchange considered —Box 2102. [8589

AUSTIN SEVEN

1939 Austin Big 7 4-door saloon de luxe, maroon with red leather upholstery, immaculate condition; three months' written guarantee; £275.—Tankard & Smith, Ltd., 97 Peckham Rd., S.E.15. Ro'ney 2051. [8204

£100, or by instalments, Austin 7hp 2-seater, 1934, original cellulose, full weather protection, excellent condition, 3 months' written guarantee; £100.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 8532. [8358

FOR sale.—£245; 1939 Austin 7 Cabriolet, new hood, tyres and battery, engine thoroughly overhauled, one owner, low mileage; this is really a clean little car, and on recent test showed 42 miles to the gallon. Write "J," 9, Fassmore Gdns., London, N.11. [7955

1937 Austin 7 Ruby saloon, sun roof, black with maroon upholstery. This car has been recently overhauled and is open to any examination. Fitted new battery, new tyres, fog lamp, de-froster, etc., £195.—Kel Motors, Gordon Works, Gordon Ave., Stanmore. Grimsdyke 992. [8325

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0918

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [3132

AUSTIN EIGHT

CAR MART, Ltd.

1948 Austin 8 saloon, 13,000 miles; £595.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8344

J. CORYTON, Ltd.

£475.—Austin 8hp 4-door sun saloon, in black with brown upholstery and carpets, first registered July, 1946, reasonable mileage, a very clean and tidy car.—139-149, Fulham Rd., S.W.3. Ken. 1410. [7392

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8hp saloon de luxe, 11,000 miles; £575.

1947 Austin 8hp saloon de luxe, 13,000 miles; £565.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [8104

WADDINGTON MOTORS, Ltd., offer:—

1947 Austin 8 de luxe saloon, black, with brown leather upholstery, 15,000 miles, immaculate; £535.—Fortune Green Rd., N.W.6. Ham. 2211. [7360

1940 Austin 8hp saloon, thoroughly good condition throughout; £335.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [8161

1947 Austin 8hp saloon, one owner, excellent condition; £525 or near offer.—Vos, 3, Brickfields, Harrow. [8484

1946 Austin 8 de luxe saloon, black, brown leather upholstery, excellent condition; £475; choice of 3.

C.M.I., Ltd., Finchley Rd., Hampstead, N.W.3. Primrose 4405. [8334

1947 Austin 8 4-door de luxe saloon, speedometer reading 10,000 miles, very carefully used and maintained; £545.

1940 series Austin 8 4-door de luxe saloon, choice of two, both in excellent condition and appearance; £315, £325; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [5335

1947 Austin 8 saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8051

1947 Austin 8, 15,000 miles; £525 or offer; terms or exchanges.—Banstead Road Garage, Ltd., Carshalton, Surrey. Vigilant 3341. [7692

1947 Austin 8 4-door saloon, blue/brown, specially recommended.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exchange). [8191

1946 (registered) Austin 8 tourer, excellent condition throughout; £275.—Montroe Motors, 91, Epping New Rd., Buckhurst Hill. Buc. 5175. [8415

AUSTIN 8 saloon, 1947, one owner, low mileage, black with brown hide upholstery, faultless, guaranteed; £550.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [8075

NAYLOR & ROOT, Ltd.—1947 Austin 8 saloon, black, brown hide upholstery, low mileage, well maintained, good value; £525; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [8247

Austin Eight Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919

SELL your Austin to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [6569

BANSTEAD ROAD GARAGE urgently require 8hp post-war Austin cars in good condition.—Carshalton, Surrey. Vigilant 3341. [5912

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133

AUSTIN TEN

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 10hp saloon de luxe, 16,000 miles; £675.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [8106

1946 Austin 10hp saloon, one owner, very good condition; £500.—Ruislip 5376. [8483

AUSTIN TEN

J. CORYTON, Ltd.

£575.—Austin 10 sun saloon (October, 1946), black with brown upholstery, very clean and tidy, reconditioned as necessary, mechanically guaranteed, new tyres.

139—149, Fulham Rd., South Kensington. Ken. 1410. [8310

WADDINGTON MOTORS, Ltd., offer:—

1946 Austin 10 saloon, well cared for and exceedingly nice motor car; £565.

ALSO 1935 Austin 10 4-door saloon; bargain, £185.—Fortune Green Rd., N.W.6. Ham. 2211. [7361

1946 Austin 10 saloon, navy blue, 16,000 miles; £575.

C.M.I., Ltd., Finchley Rd., Hampstead, N.W.3. Primrose 4405. [8335

1939 Austin 10 Cambridge saloon, excellent condition; £325.—Grove Motors, North Rd., Southall 3477. [8289

GORDON CARS (LONDON), Ltd.—1947 Austin 10 saloon, black, 18,000 mls., excellent.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7998

1939 Austin 10 Cambridge saloon de luxe, new engine, one owner, as new; exchange.—Lockwood, Hall-way, Walton 2224, after 6 o'clock. [6107

1939 Austin 10 de luxe saloon, bodywork as new, interior excellent, whole car outstanding and very rare example; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [8422

1946 Austin 10hp 4-door de luxe saloon, fitted radio, radiator muff, spot-lamp, etc., small mileage; £550.—Moreton Garages, 61, Albert Embankment, S.E.1. Reliance 4016. [8141

ROSE & YOUNG, Ltd., offer 1938 Austin 10 saloon, black, exceptional condition; £285.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [7563

1939 Austin 10 black Cambridge saloons, choice of 2, guaranteed condition; H.P. terms arranged.—R. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [4298

1939 (Jan.) Austin 10 Cambridge de luxe saloon, magnificent condition throughout, specimen car; £395.—Harry Nash Motors, Ltd., 548, King St., Hammersmith. Riverside 2837-8. [8048

AUSTIN 10 saloon, 1947, low mileage, black with brown hide upholstery, unblemished, guaranteed; £635.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [8074

1947 Austin 10 saloon, green with green upholstery, 20,000 miles, new tyres, very clean car; £625; hire purchase and exchanges.—Golly's Garage, Ltd., 111a, Earls Court Rd., London, S.W.5. Frobisher 0063, 0929. [7870

365 gns.—Austin 10, July 1942, de luxe 4-door saloon, black, sliding head, blue leather, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8373

Austin Ten Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

POST-WAR Austin 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0641

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

SELL your Austin to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [6570

JACK ROSE, Ltd., require low-mileage Austin cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7674

1939/48 Austin 10 saloon urgently required.—Richard France, Ltd., 254, High St., Tottenham, N.15. Sta. 2232. [5132

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840

AUSTIN A40

J. DAVY offers:—

1948 (Nov.) Austin A40 Dorset saloon, 4,000 miles, as new; £795.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [8264

CAR MART, Ltd.

1948 Austin A40 Dorset saloon, heater, 4,000 miles; £825.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8345

TOM GARNER, Ltd., offer:—

1949 Series A40 Devon S.R. saloon, green with beige leather, radio, heater, etc., 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7903

H. A. SAUNDERS, Ltd., offer:—

1948 Austin A40 Devon 4-door saloon de luxe, heater, 6,000 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [8105

R. C. WIMBUSH, Ltd., offer:—

1949 (Jan.) Austin A40 Devon sun saloon, 1,400 miles, fitted heater, colour grey; £875.—312, Earls Court Rd., S.W.5. Fremantle 8401/2. [8417

PHILIP RICKARDS, Ltd., offer:—

1948 Austin A40 Dorset saloon, fitted heater, radio, green, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8236

1949 Austin A40 Dorset, mileage 3,000, trade enquiries welcomed; £835.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2 [8209

AUSTIN A40

AUSTIN A40 Dorset saloon, January, 1949, 4,000 miles; £750.—Sands, Burnham 84. [7956

1949 Austin A40 Devon saloon, mist green, beige leather, small mileage; £850. GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [8038

2010 (two thousand and ten) miles.—Austin A40 (January, 1949) Devon 4-door sun saloon, radio, heater; £895. LAMBS, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (8 lines).

1948 Austin A40 Dorset, 9,000 miles, radio fitted, genuine car; £785.—Pantiles Service Garage, London Rd., Guildford. Tel. 5326. [7144

1949 Austin A40 Devon, green/beige, immaculate throughout.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exchange). [8190

1949 Austin A40 Devon 4-door saloon, mileage 5,000, first registered 31.1.49, one owner; £825.—The Warren Motor Co., 353-5, Euston Rd., N.W.1. Euston 7751. [8122

1949 Austin A40 Devon 4-door de luxe saloon, 4,000 miles, all petrol, faultless; £795.—Hillier, 110, Wood Vale, S.E.23. Forest Hill 2432 and Tulse Hill 6802. [7884

1948 (Sept.) Austin A40 Devon 4-door, sun roof fitted heater, 9,000 miles, as new; £795.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7237

1949 Austin A40 Devon saloon, 4,000 miles, radio and heater, £845; selection of 50 quality used cars.—S. G. Smith (Motors), Ltd., 15-19, East Dulwich Rd., S.E.22. New Cross 4444. [6872

1949 Austin A40 Devon 4-door saloon, grey, heater, mileage 5,700, perfect condition throughout, privately owned; £850.—Moy, Highfields, Eight Ash Green, Nr. Colchester, Essex. [7831

AUSTIN A40 Dorset, 2-door, sliding roof, leather upholstery, heater, mist green, registered 25.11.48, mileage 2,700, virtually new; £810.—Farmer, Barbers, Perrymount Rd., Haywards Heath. Tel. 1356. [8492

1949 (January) Austin A40 Devon, choice of two, both 6,000 miles, one with heater, both finished grey, as new and available immediately; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [8565

1948 Austin A40 Devon 4-door de luxe saloon (first registered December, 1948), black with fawn leather, built-in radio and heater, one owner, absolutely unmarked, outstanding condition, thoroughly recommended (written guarantee); £835; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8165

Austin A40 Cars Wanted

POST-WAR Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0842

AUSTIN TWELVE

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 12 saloon de luxe, 14,000 miles, black; £795.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [8107

PALMERS MOTORS, Ltd., offer:—

1938 Austin 12/4 de luxe saloon, one owner, excellent condition; £325; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890, 7087. [8557

1939 Austin 12/4 7-seater limousine, nice condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [7972

WALTER SCOTT, Ltd., offer: 1939 Austin 12 de luxe saloon, black, excellent condition; £365.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [8307

1938 Austin 12 sun saloon, black, registered Sept., '37, excellent bodywork and mechanical condition, taxed, full petrol; £330.—Maycroft Motors, 24, Lynton Rd., Hornsey, N.8. Mou. 4871. [7942

ROSE & YOUNG, Ltd., offer 1939 Austin 12 saloon, black, brown leather, exceptional chassis; £345.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6659

1947 Austin 12 (Sept.), 8,000, one owner, carefully driven and maintained, colour black, brown leather, in beautiful condition throughout; £795.—Wm. Knowles & Sons (Garages), Ltd., Boro' Garage, Manchester Rd., Bolton. Tel. Bolton 374. [7881

£395!—1939 Austin 12 5-seater saloon de luxe, privately owned since new and particularly attractive example; finished black with brown leather, coachwork completely free from corrosion, cellulose and interior well maintained; engine in tip-top mechanical order, steering light but positive; excellent brakes; two brand new Dunlops and new battery fitted this year. CAMDEN MOTORS, Lake St., Leighton Buzzard. 2381 and 3115; 48 other Austins in stock, also 250 cars of other makes; write for 18-page list, easy and confidential h.p. facilities, part exchanges, free delivery of any car anywhere in the United Kingdom; near main line L.M.S. station. Frequent trains from Euston and Watford take only 50 minutes, or from Coventry, Birmingham, Oxford and Cambridge, Nottingham, Peterborough and the north direct via Bletchley; by road just under four miles off main A5 Watling Street. [8267

Austin Twelve Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finch'ey Station, N.2. Tudor 2301-2.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

AUSTIN FOURTEEN

1936 Austin 14hp saloon car in immaculate condition, eng. perf., no faults to be found; £185.—K. Mackenzie 45a, West Hill, Wandsworth, S.W.18. Vandyke 5426. [8488

AUSTIN FOURTEEN

1939 Austin Goodwood sal., excpt. cond., maroon.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [7896

WALTER SCOTT, Ltd.—1939 Austin 14 Goodwood de luxe saloon, black, brown hide, one owner, excellent throughout; £345.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [2433

AUSTIN SIXTEEN

CAR MART, Ltd.

1948 Austin 16 saloon, radio, Ace discs, 3,000 miles; £1,025.

1948 Austin 16 saloon. 8,000 miles; £945.

1946 Austin 16 saloon, 23,000 miles; £695.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8346

TOM GARNER, Ltd., offer:—

1949 Series Austin 16hp S.R. saloon, blue with brown leather, radio, Jackalls, etc., 2,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7904

H. A. SAUNDERS, Ltd., offer:—

1948 Austin 16hp saloon de luxe, radio, discs, etc., 9,000 miles; £935.

1948 Austin 16hp saloon de luxe, 11,000 miles; £895.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [8106

PHILIP RICKARDS, Ltd., offer:—

1948 Austin 16 saloon, blue/leather, 7,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8243

WARWICK WRIGHT, Ltd., offer:—

1948 Austin 16hp saloon, blue, brown leather, 6,000 miles; £975.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7490

CHARLES RICKARDS, Ltd., the house of standing and repute.

1948 Austin 16hp saloon, black, 7,000 miles, one careful owner, heater and radio; £895.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [7915

1947 Austin 16hp saloon, black with brown upholstery, in excellent condition; £795.

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Pal. Grn. 1205/7173. [7437

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin 16 saloon, black/brown leather, 11,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Austin 16 saloon, black/brown leather/cloth, 2,200 miles only.—Gordon House, 373, Euston Rd., N.W.1. [7999

1936 Austin 16 saloon, easyclean wheels, new batteries, good engine and first-class bodywork; £195.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad 2234. [6100

L. F. DOVE offer: 1946 Austin 16 saloon, very good condition; £695.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [8540

£135.—Austin 16 very roomy sunshine saloon, exceptionally well maintained, black, brown hide, almost new tyres.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [7892

1949 Austin 16, just out of covenant, 16,000 miles only; £925.—Simpsons Motors, American Car Specialists. Tel. Wembley 3903. [6481

5200 miles, 1948 (Nov.) Austin 16hp saloon, black, leather trim; trade enquiries only, please.—Ernest Sutton, Cleeve Hill, Glos. 95. [7599

OCT., 1948, Austin 16hp saloon, blue with blue leather, 7,450 miles, radio, sunshine roof; £925.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [7964

1948 Austin 16 saloon, black, Philco radio, 3,500 miles; £975; seen London by appointment.—Barnett, 84, Broadway, Chesham. Tel. 347. [7950

1948 Austin 16hp 4-door saloon, black/brown leather upholstery, one owner, H.M.V. radio, regularly serviced, showroom condition; £865.

ELBORNE BROS., Ltd., Lady Margaret Rd., Southall. Waxlow 1891 and 4008. [8587

1946 Austin 16hp de luxe saloon, in exceptional condition, any trial; £725; exchange considered.—Kingston Garage, Anlaby, nr. Hull. Tel. 48882. [6337

7900 authenticated miles.—1948 Austin 16 de luxe saloon, black, indistinguishable new, bargain.—Lionel H. Pugh, 13-14, Brooks Mews, W.1. Mayfair 4433. [5194

1949 16hp Austin, black, brown hide, heater, genuine 8,000, immaculate; £900; no offers.—Vines Garages, Ltd., 2, Church Rd., Willesden, N.W.10. Elgar 6680. [8154

1946 (Sept.) Austin 16hp de luxe saloon in first-class condition, one careful owner, black, blue leather, heater, £595.—T. Dibben & Sons, Ltd., Wimborne, Dorset. Tel. 20. [7953

R. S. CURRIE & Co., Ltd., offer:— 1948 Austin 16 saloon, black, brown leather, fitted heater and radio, low mileage; £925.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [3053

1948 (Nov.) Austin 16 saloon, wireless, heater, etc., 8,000 miles, one owner, as new; £865.—Seymour & Clements Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [7355

1948 Austin 16hp saloon de luxe, indistinguishable from new, 13,000 miles only, immaculate black cellulose and interior luxuriously upholstered in best brown leather, excellent performance, radio, car heater; £850.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4811/2/3. [8149

1948 (Nov.) Austin 16hp saloon, black, brown leather, radio, heater, one owner, exceptional condition throughout; £865; exchanges; deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274 [8221

AUSTIN SIXTEEN

1946 Austin 16 saloon, nice condition, recorded mileage 18,000; £865.—Gordon Woodcarson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [8162

825 gns.—Austin 16, Dec. 1947, 4-door saloon, black, brown leather, one careful owner, small mileage, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8374

NAYLOR & ROOT, Ltd.—1948 Austin 16 saloon, black, brown hide upholstery, 10,000 miles, fitted radio and heater, equal to new throughout; £895; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [8248

£395!—Austin 16hp 7-seater saloon, 1936, long chassis model finished in original black cellulose with grey leather upholstery throughout; this is the model which is unique as regards its extreme economy on petrol, engine runs quietly with sustained oil pressure and the car is open to any examination by A.A., R.A.C., or other qualified engineer on behalf of hire firm seeking low h.p. 7-seater at less than moderate cost. CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115. 22 other limousines in stock, also 250 other cars; write for 18-page list, easy and confidential h.p. facilities, part exchanges; free delivery of any car anywhere in the United Kingdom; near main line L.M.S. station; frequent trains from Euston and Watford, take only 50 minutes, or from Coventry, Birmingham, Oxford and Cambridge, Nottingham, Peterborough and the north direct via Bletchley; by road just under four miles off main A5 Watling Street. Fares refunded in full to purchasers from any part of the country. [8268

Austin Sixteen Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

AUSTIN EIGHTEEN

R. C. MORTLAKE offers:—

1937 Austin 18 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather.

1938 Windsor saloon, black, maroon leather, one private owner, beautiful condition throughout; convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbroke 3155. [2846

1939 Austin 18 Windsor 7-seater

GUY ALFREDS & CO., Ltd., 6-7, Warren St., W.1. Euston 3268. [5829

1939 Austin 18 limousine, face forward occasionals, blue leather throughout, splendid condition; £825.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [8033

1937 Austin 18hp 5 seats, easy clean wheels, in excellent condition; £175.—96, Upland Rd., Dulwich, S.E.22. [8496

AUSTIN 18hp Tickford drop head saloon, 1938 model, one owner, 23,000 miles only; wonderful condition; £650.—Sands, Burnham 84. [7957

AUSTIN 18 7-seater 1934 saloon, clean easy wheels, good condition; £175.—Fetchey Car Hire, 793, Romford Rd., E.12. Ilford 0405. [8446

1938 Austin 18 Windsor saloon 7-seater, face-forward, black, brown leather upholstery, genuine original car; £675.—Colloms Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [8430

AUSTIN 1937 18hp Gordon limousine 7-seater, sliding head; rear red leather upholstery; owner driven; on blocks six years during war, radio included, first offer over £600.—Cura, Water End, Hemel Hempstead, Herts. Tel. Waterend 44. [7030

265 gns.—Austin 18, 1935, York 7-seater saloon, black, green leather, face-forward occasionals, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8375

£475!—7-passenger Austin 18 long chassis York model, 1937, with spotless dark blue leather interior front and rear, face-forward occasionals in leather and immaculate black coachwork, only two owners since new, fitted with Delaney Gallay variable temperature heater, twin Lucas passlights and demister; all new tyres were fitted less than 4,000 miles ago and the whole car is in the condition to give a period of really useful and economical service. Three months' written guarantee.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. 'Phone 2381 and 3115. 22 other limousines in stock, also 250 other cars. Write for 18-page list, easy and confidential H.P. facilities, part exchanges. Free delivery of any car anywhere in the United Kingdom. Near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or from Coventry, Birmingham, Oxford and Cambridge, Nottingham, Peterborough and the north direct via Bletchley. By road just under four miles off the main A5 Watling Street. Fares refunded in full to purchasers from any part of the country. [8269

SEVEN Seaters 1938/1939 Saloons, leather throughout, black, excellent tyres, certified mechanically, £765.

LIMOUSINES 1938/1939 Iver also Gordon partitioned Coachwork, 7-forward, leather throughout, black, really excellent condition—selected carriages. £835. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8312

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

1938 Austin-18 Saloon 5-seater wanted. Letters:—Evans, 26, Sunny Hill, Hendon, N.W.4. [3398

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

Austin Eighteen Cars Wanted

7-SEATERS 1937/38/39 also Norfolk saloons required, maximum paid.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3379

AUSTIN 18hp 7-seater limousines and saloons wanted, good condition distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [0877

CRIPPS OF NOTTINGHAM urgently require all types 18s 7-seater saloon and limousines.—R. Cripps & Co., Ltd., the Midlands limousine specialists, Parliament St., Nottingham Tel 44558. [0552

AUSTIN TWENTY

AUSTIN 20 Ranelagh limousine, dark blue, cord upholstery, good tyres, excellent mechanical condition, small mileage, roof rail, first registered November, 1934; £550.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Frobisher 0063, 0929. [8020

LIMOUSINE 1937/1938 Mayfairs, partition, 7-forward, black, privately owned, leather, superb condition. £895. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8313

Austin Twenty Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Austin 20 cars.—297, Euston Rd., N.W.1. Euston 1212. [0957

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube) Hampstead 6041 [0925

7-SEATER Limousines 1937/1938-also 28hp-details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3373

AUSTIN A125 and A135

GORDON CARS (LONDON), Ltd.—1948 (Aug.) Austin Princess saloon, indistinguishable from new.—Below.

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin Sheerline saloon, grey, 8,000 miles, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8000

1949 Austin Princess, 3,000 miles, one owner, bargain £2,000.—Jewson, "Orchard-Lea," Boars Hill, Oxford. Tel. 85189. [8493

1949 (June) Austin Sheerline saloon, 3,000 miles, black, absolutely as new, B.M.T.A. permission to sell; £1,650.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185 [8434

AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3 Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.,

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6

AUSTINS required for immediate purchase.—Hayes, 22, Conduit Mews, Hyde Park, W.2. Paddington 0289. [8569

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors urgently require late type Austins.—Tel. Weybridge 233. [0541

AUSTIN 8, 10, 12 and 16hp saloon; late models wanted urgently for cash.—Rawlings Bros., Ltd., 87 Cromwell Rd., S.W.7. Fro. 8161. [0416

1938/39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16 Trinity Gdns., S.W.9. Brixton 4011. [0313

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Austins, all models.—Popesgrove 1035. [1592

URGENTLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2437

URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Quensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1039

Austin Spares and Service

NORMAND, Ltd.

THE best service ensures a long car life.—Bring your car to 405-9, King St., W.6. Riv. 3665. [0229

THE CAR MART, Ltd.

LONDON distributors, spare parts for all models cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 Hendon 6500 and at 16, Uxbridge Rd., Ealing, W.5. Ealing 6717. [0160

C. G. NORMAN & Co.

AUTHORIZED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd. London S.W.1. Victoria 7611-4.

FOR Austin mudguards, running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton. [0382

S. G. SMITH MOTORS, Ltd., for Austin spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444. [8052

JACK OLDING, Ltd., 8-10, North Audley St., W.1, Austin retailers, require cars in first-class condition. Mayfair 5242 [0812

BROCKHURST GARAGE.—Harrow agents for Austin; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop 2832, 2820. [0729

Austin Spares and Service

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 1d, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Austin owners. Mayfair 5242. [0867

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

HROWEN, Ltd.,

LONDON'S leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:—

1948 Bentley Mark VI standard saloon by Bentley Motors. (Ref. H.3668.)

1947 Bentley Mark VI 2-door razor edge sports saloon by James Young. (Ref. H.2032.)

1947 Bentley Mark VI foursome drop head coupe by Windover. (Ref. H.3641.)

1939 Bentley 4¼-litre semi razor edge saloon by Hooper. (Ref. H.3460.)

1938 Bentley 4¼-litre 4-door sports saloon by Park Ward. (Ref. H.3301.)

1935 Bentley 3½-litre 4-door fixed head saloon by Thrupp & Maberly. (Ref. H. 3742.)

1935 Bentley 3½-litre 4-door saloon by H. J. Mulliner. (Ref. H.3514.)

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry quoting make, hp and reference number, to:—

H. R. OWEN, Ltd.,

PROUD members of the Swain Group.

17, Berkeley St., London, W.1. Mayfair 2933 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

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1948 Bentley Mark VI standard saloon by Bentley. (Ref. H.3608.)

1936 Bentley 4¼-litre saloon by Park Ward. (Ref. H.3580.)

1936 Bentley 4¼-litre sports saloon by Barker. (Ref. H.3741.)

1935 Bentley 3½-litre sports saloon by Park Ward. (Ref. H.3391.)

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry quoting make, hp and reference number, to:—

HOFFMANN'S, of Halifax.

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OPEN 8 a.m. to 7 p.m. (week-days).

HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). [7986

RIPPON.

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RIPPON BROS., Ltd.,

NORTHERN Bentley specialists.

1949 Mark VI standard saloon in dual grey with light blue leather.

1948 Mark VI H. J. Mulliner saloon, dark blue with leather upholstery to tone.

1947 Mark VI standard saloon in black with light blue leather.

1947 Mark VI standard saloon, metallic grey with grey leather.

1939 4¼-litre with overdrive fitted special 4-door sports saloon by Rippon.

1937 4¼-litre with 4-door sports saloon by Park Ward.

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys. Huddersfield 6340 (5 lines). [0906

CAR MART, Ltd.

1948 Bentley Mark VI Steel saloon, 9,000 miles; £3,750.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8347

J. MARSHALL offers:—

1935 dei. 3½-litre Bentley sports saloon by Vanden Plas, excellent condition; £795.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [1165

JACK OLDING, of Mayfair

OFFICIAL Rolls-Royce and Bentley retailers

OFFER:—

MARK VI Bentley Standard saloon finished black with brown leather upholstery; moderate mileage; first registered April, 1948.

4¼-litre Bentley steel saloon by Park Ward, moderate mileage; first registered January, 1937; special luggage accommodation; black with green leather.

AUDLEY HOUSE,

NORTH Audley St., W.1. Mayfair 5242. [8100

BENTLEY (3½ & 4¼-litre)

JBJACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock List of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5721

PHILIP RICKARDS, Ltd., offer:—

1948 Bentley Mark VI saloon, black/beige, 2,300 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8240

ACLAND & TABOR, Ltd., offer:—

1936 4¼ Bentley 4-door sports saloon by H. J. Mulliner, black, brown leather, discs, H.M.V. radio, Jackall, etc., one owner; £1,275.

1935 3½ Bentley Park Ward saloon, overhauled, excellent condition and highly recommended; £1,125.

1934 3½ Bentley 4-door Park Ward saloon, black, blue leather, moderate mileage; £850.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [7994

MANN EGERTON & Co., Ltd., offer:—

BENTLEY Mark VI standard saloon, December, 1948, steel grey with blue leather upholstery, 13,000 miles, immaculate condition throughout.

BENTLEY 4¼-litre (overdrive) 1939, black with blue leather upholstery, many extras including Ace Super discs, spare wheel cover, press button radio, tail red lozenge covers, etc.

14, Berkeley St., W.1. Regent 2073. [7990

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Bentley Mark VI saloon, 28,000 miles; £3,450.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [5322

LARGE stock of 3½-4¼-Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 2933 (6 lines). [0096

CHARLES FOLLETT, Ltd., Accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1948 Mk. VI all-steel saloon, black, grey leather, 1 owner, 6,600 miles only, as new; £3,850.

BENTLEY 3½-litre 1935 Park Ward standard saloon, black, beige leather, Ace discs, excellent condition throughout; £1,295.

1947 Silver Wraith sedanca de ville by H. J. Mulliner, black and grey, 1 owner, mileage 14,950, car in new condition throughout; £4,500.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [8022

1935 3½-litre Bentley owner driver by Park Ward; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8052

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [3862

NEW and secondhand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [0904

1935 delivery 3½-litre Bentley Thrupp and Maberly sports saloon.—Paddon Bros. Ltd., 60, Cheval Place South Kensington, S.W.7. (Ken. 9477-8.) [6092

1935 3½-litre Bentley three position sedanca coupe by Thrupp and Maberly, new engine August, 1949, beautiful condition throughout; £1,295.—Crawley, 48, Kensington Court, W.8 (near Barkers). Tel. Western 6015-6-7. [7872

1948 Bentley Mk. VI 2-door semi-razor edged saloon by Freestone and Webb, finished in black with blue hide upholstery, one careful owner only, absolutely perfect and immaculate and complete with all latest modifications.—Brayshaw & Carr, Ltd., Hannam Court, Charles St., Leicester. Tel. 60432. [6243

BENTLEY 3½-litre, fitted with very handsome four-some three-position drop head coupe by Thrupp & Maberly, in cream with wine mohair hood and hide upholstery and wing piping to match, extras include built-in radio, car heater and de-mister, automatic screen washer, mains electric engine heater and battery charger; first registered in this country 1947, £10 tax; £2,300; one previous owner, late property of Australian Naval Commander; would exchange for 1947 saloon.—Heron 40, Strouden Ave., Winton, Bournemouth. [7635

BENTLEY (other than 3½ & 4¼)

1927 Red Label Bentley, 2-litre model, converted to 4-seater tourer, good condition.—Bryan Chapman, 72, Berkeley St., Scunthorpe. [8469

1931 Bentley 8-litre, extensive overhaul and new open body just completed, any trial or examination; price £350, or exchange any car or van.—Graham Batteries, Beaconsfield, Bridlington. Tel. 3485. [7876

Bentley Cars Wanted

SGOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

BENTLEY 4¼, Delahaye, or similar wanted for cash.—Medley, 1176, Christchurch Rd., Boscombe East. [7856

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

Bentley Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

MANN EGERTON & Co., Ltd., WOULD welcome opportunity to purchase Bentley Mark VI models. 14, Berkeley St., W.1. Regent 2073. [7992

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0927

URGENTLY required, good 3½-litre or 4¼-litre pre-war Bentley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [8179

BARTLETT is most anxious to purchase good condition 3½ and 4¼ Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0523. [5093

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [7456

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock, and are always interested to have details of any Bentley cars for disposal.—Mayfair 8351/6. [0328

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0613

WANTED, Mark 6 Bentley saloon-coupe, willing to take over covenant.—Offers in writing to Box Z.I. 803, Deacons' Advertising, 36, Leadenhall St., E.C.3, or telephone Maryland 3653. [8489

CHARLES FOLLETT, Ltd.—Officially appointed retailer and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266, Service, works & stores. —12, Wellesley Ave., W.6. Riv. 1413. [8365

Bentley Spares and Service

JACK BARCLAY, Ltd., LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types. WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

W. M. COUPER, Ltd., Catherine St., St. Albans 4345. SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0622

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers. SHOWROOMS.—18, Berkeley St., W.1. May. 6266. SPARE parts. SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8367

JACK OLDING, of Mayfair, have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Bentley and Rolls-Royce owners.—Mayfair 5242. [0865

B.M.W. Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require first-class B.M.W.s.—173, Westbourne Grove, W.11. Bays. 4274. [8225

BRISTOL

A.F.N., Ltd. JOINT distributors for London, Home and Eastern Counties, also Berkshire, Bedfordshire and Buckinghamshire.

1949 (July) Bristol Type 400/85A saloon, metallic green, radiomobile, one owner, low mileage, as new, all latest modifications, passed by manufacturers before resale.

1949 Bristol Type 400/85A saloon, special grey, beige leather, radiomobile, also fitted special Lucas P770 head lamps, latest modifications, whole car in immaculate condition and indistinguishable from new.

1947 Bristol 400/85A saloon, green, first-class condition chassis, recellulosed. PRICES and catalogues on application. WE always have a selection of guaranteed cars in stock. FALCON Works, London Rd., Isleworth. HOUNSLOW 0011. [8132

ANTHONY CROOK, offers:—

1948 Bristol type 400, black, special 3-carburettor engine, written guarantee.—Anthony Crook Motors, Ltd., sole distributors of Bristol cars in Surrey, Townend, Caterham Hill. Tel. 466. [8538

KEVILL, DAVIES & MARCH, Ltd., OFFICIAL Bristol retailers. 41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

GUY SALMON AUTOMOBILES offer:—

1949 Bristol 402 drop head coupe, low mileage, indistinguishable from new; £2,600.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [7477

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280. Distributors in the West for Bristol cars. SEVERAL good used 400 saloons in stock. [0490

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks. UNIVERSITY MOTORS Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0618

1948 Bristol, type 400/85A, in grey, fitted with heater, radio, etc., latest modifications, indistinguishable from new, mileage 5,500. KEVILL, DAVIES & MARCH, Ltd., 41-42, Hay's Mews, Berkeley Square, W.1. Grosvenor 2562. [5759

SCOTLAND and Northern England.—Consult the enthusiasts. All models on view now. Demonstration cars available.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. 'Phone Douglas 7598. [0549

BRISTOL

BRISTOL saloon 85A type 400, August, 1948, black, beige upholstery, radio, one private owner and in immaculate condition, small mileage, cost £3,000; accept £1,825, or exchange larger car.—Lewis, 2, Ashley Park Rd., Walton-on-Thames. Tel. 1547. [7687

Bristol Cars Wanted

A.F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcon Works, London Rd., Isleworth, Middlesex, Hounslow 0011. [4613

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock, and are always interested to have details of any Bristol cars for disposal.—Mayfair 8351-6. [0330

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73, Dobbies Loan, Glasgow, C.4. 'Phone Douglas 0638. [0458

BRITISH SALMSON

£295.—1937 British Salmson, black and chrome sports saloon, hide interior, exceptional condition throughout. BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8577

BRITISH SALMSON foursome drop head coupe 37/38, recent overhaul at works, black, 12hp, taxed, good, clean condition; £450.—Deacon, Kington 3, Hertfordshire. [7839

British Salmson Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmson cars.—Raynes Park, London, S.W.20. Tel. Wimbledon 0185. [0245

B.S.A.

225 gns.—B.S.A. Scout, 1937 (reg. July 1938), 10hp series 4 sports coupe, maroon, sliding head, red leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8376

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0928

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5135

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

BUGATTI

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 8291. [8294

BUGATTI type 49 3.3-litre, £10 tax, complete rebuild; £250, nearest offer.—Bosistos, Ltd., Grafton St., Bristol, 2. [7642

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1531. [0071

BUICK

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Buick 51 Super saloon. JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [7372

DAGENHAM MOTORS, Ltd., offer the following car:—

1939 Buick Century 4-door saloon, black, brown leather upholstery, 11,900 genuine miles.

56, Park Lane, W.1. Regent 4866. [8368

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 8291. [8295

BUICK 8-passenger limousine, 1933, good condition; £175.—Petchey Car Hire, 739, Romford Rd., E.12. Ilford 0405. [6445

BUICK drop head coupe, 1938, original coachwork, immaculate; £575.—Elm Garage, Elm Grove, Wimbledon. [8453

1934-37 Buick 7-seater limousines from £500.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [7249

1948 Buick left-hand drive 4-door saloon, 12,000 miles; £2,250.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [7345

1939 Buick Albemarle drop head foursome coupe; extremely good condition; outright sale or exchange smaller car.— "Greenways," Lockerley, Nr. Romsey. Tel. Lockerley 312. [7968

1948 Buick Roadmaster Dynaflo hydramatic 4-door saloon, radio and covers, small mileage, beautiful condition; £2,275.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577-6970. [8519

1939 Buick 31hp de luxe saloon, brown leather, fitted radio, steering column gear control, genuine well-cared-for car in every detail, low mileage; £575; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [5334

£285.—1936 Buick Viceroy 30hp saloon, full 6-seater, very modern looking, bodywork literally immaculate, interior clean, mechanically excellent and ideal for hire, being privately owned and very carefully used; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [8418

£195!—This is not a printer's error but a real genuine bargain! 8-passenger Buick 30hp limousine, double enclosed, glass division, special face-forward seats, interior upholstered throughout in good quality leather, particularly sound chassis, and clean black cellulose, no corrosion, or unsightly dents or blemishes, runs very well indeed, and is ready to be put into immediate operation; first deposit secures.

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115; 22 other hire cars in stock. Write for 18-page list. [8276

£465 Double Enclosed 1935 Limousine, black, forward occasionals, exceptional throughout, immaculate. Below.

LIMOUSINE 1939, partitioned, 7-forward, black, 31,000, unquestionable condition, wireless, privately owned, magnificent. £1085. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8314

Buick Cars Wanted

7-SEATERS private limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8375

1939/1947 low mileage Buick required by British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8068

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

Cadillac Cars Wanted

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

PHILIP RICKARDS, Ltd., offer:—

1948 Chevrolet saloon, black, mileage 11,626, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8241

JOE THOMPSON (MOTORS), Ltd., offer:—

MAY, 1947, Chevrolet Fleetmaster saloon, colour black, low mileage, R.H.D., fitted heater and radio, immaculate condition throughout. JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [2440

1945 Chevrolet Fleetline saloon, L.H. drive, 17,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8053

1946 Chevrolet 2-door l.h.d. saloon, exceptional condition; £875.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5207

CENTRAL GARAGE, Croydon, offer: First registered 1949 Chevrolet saloon, black fawn upholstery; £10 tax; £795.—Central Garage. Tel. Croydon 7464. [7579

1948 Chevrolet 2-door fixed head coupe, radio, heater, covers, etc., small mileage, beautiful condition; £1,475.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577-6970. [8518

£545!—Chevrolet 30hp 8-seater limousine (first registered September 5, 1938), equipped with division and face-forward seats, privately owned by well-known London organisation this Chevrolet must on no account be confused with overworked high-mileage models used for extensive hackney work, and its condition and appearance is consistent with a car having been properly chauffeur driven and maintained, finished black and chrome with interior furnishings in elegant style, this car cannot fail to appeal. Any trial or examination, written guarantee for 3 months.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. 'Phone 2381 and 3115. 22 other hire cars in stock, also 250 other cars. Write for 18-page list, easy and confidential H.P. facilities, part exchanges. Free delivery of any car anywhere in the United Kingdom. Near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes. By road just under four miles off the main A5 Watling Street. Fares refunded in full to purchasers from any part of the country. [8270

Chevrolet Cars Wanted

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8067

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8064

CHRYSLER

JOE THOMPSON (MOTORS), Ltd. offer:—

LATE model Chrysler Crown Imperial limousine, fluid drive, hydraulic transmission, under 10,000 miles. JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [5825

£475.—1939 Chrysler 20hp saloon, very clean condition, low mileage, 22 mpg, interior excellent, taxed, perfect chassis.—'Phone Betchworth 2210. Drew, Renescot, Brockham, Betchworth, Surrey. [8450

CHRYSLER 1939 (Sept.) 6-cylinder Plymouth 3/8-seater Martin Walter Utilicon shooting brake, genuine mileage 28,000, very good order, all basic, owner going abroad.—White House, Balcombe (555), Sussex. [8480

1949 (December) Chrysler Windsor saloon, 400 miles, all super luxurious extras, brand new condition; this car is a 1948 series, has never been used and is available for immediate delivery.—Crawley, 48, Kensington Court, W.8 (near Barkers). Tel. Western 6015-6-7. [7875

7-passenger 1939 Royal 28hp Saloon, forward occasionals, leather throughout, genuine 9,000, black, 1949-condition. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8315

Chrysler Cars Wanted

CASH immediately for good Chrysler.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [8180

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0929

1939/1947 low mileage Chrysler required by British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8069

7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge privately owned Limousines required. Alpe, Providence Court, Grosvenor Square. Mayfair-2941. [8380

Chrysler Spares and Service

PREMIER MOTORS (LEEDS), Ltd. CHRYSLER specialised service and spares stocks.—Somers St., Leeds, 1. Tel. 25137. [0566

CHRYSLER spare parts and engines for all models from stock.—Carmo, St. John's Wood Roundabout, N.W.8. Pri. 0141. [0018

CHRYSLER Specialists repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361

CITROEN

ACE SERVICE STATION (LONDON), Ltd.

1946 Citroen Light 15 saloon, black/brown hide, one careful owner, maintained by ourselves; £650.

NORTH Circular Rd. Stonebridge Park. N.W.10. Elgar 5585 (5 lines). [8308

H. W. MOTORS, Ltd. the Citroen specialists, offer:—

1939 12.8 de luxe saloon, one owner, in first-class order throughout; £475.

SUPPLIED and maintained by ourselves, the above is highly recommended; part exchange and deferred terms.

H. W. MOTORS, Ltd. Walton-on-Thames 783 and 1437. [8369

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1928, offer:—

£725.—1947 Citroen saloon, silver with beige leather upholstery, sprung steering wheel, just checked over by Citroen works. [8187

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1928, offer:—

£650.—1946 Citroen saloon, black with beige leather upholstery, sprung steering wheel, sun roof, nearly new tyres. [8186

1948 Light 15 saloon, black, brown leather, one owner; £850.—E.F.S. Motors, Kingston By-Pass. Emberbrook 3000. [8125

1936 Citroen 12hp super coupe, one owner, excellent; £285.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [8090

WITHOUT question the finest 1939-40 Citroen 15 Roadster ever offered, maroon and grey, really like new throughout; £475; terms.

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton 1422. [8205

CITROEN super traction rosengart drop head foursome L.H.D., in perfect condition; price £600.—A. H. Gold & Sons, Welwyn, Herts. Codicote 227. [6945

1948 Citroen Light Fifteen, black with brown upholstery, excellent mechanical condition, appearance as new; £775.—Widcombe Garages, Ltd. Tel. 4863. [7850

1946 Citroen light fifteen saloon, black and beige, in excellent condition; £650.—Edward P. Prestwich & Co., Ltd., St. John's Rd., Hove. Hove 4037-8. [7823

1939 Cjtroen 12hp recellulosed maroon, chrome hub caps, excellent condition throughout; £395.—Continental Cars, Ltd., Portsmouth Rd., Send, Surrey. Tel. Ripley 3122-3. [7960

1947 (April) Citroen, radio and many attractive extras, black, chromium waistline moulding, one owner, maintenance carried out by makers, a really exceptional car; £765. Also:—

1946 Citroen 15hp saloon, black, maroon leather, sun roof, Fram. oil coil, etc., one owner, superb condition throughout; £665; exchanges; deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [8220

1938 Citroen 12 saloon, finished in black with brown hide upholstery, nicely recellulosed and in very sound condition throughout; £325.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [8123

1935 Citroen 12hp sunshine saloon, reconditioned throughout, very smart and economical, thousands of miles of reliable motoring still left: £210.—To be seen at Stourcliffe Close Garage, Stourcliffe St., W.1. Paddington 9238 [6214

1940 Citroen 13hp drop head coupe, an attractive car which has been carefully maintained; £120 recently spent on overhaul; absolutely 100% condition throughout; ideal for the enthusiast who wants fast but safe motoring in comfort at an economical running cost; unrepeatable value; £395.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [8261

Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930

H. W. MOTORS, Ltd., always require first-class Citroens. Tel. Walton-on-Thames 783 and 1437. [4663

CASH immediately for good Citroen.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8167

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—173 Westbourne Grove, W.11. Bays. 4274. [8223

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774

Citroen Spares and Service

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd. Leeds. Tel. 52627-8. Grams. Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr. service. [7923

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; all spares stocked. [2668

CORD

MAGNIFICENT example, 4-door sports saloon, registered 1948, £10 tax, appearance as new, luxuriously comfortable, phenomenal performance with low petrol consumption; £695; terms and exchanges.—Competition Cars, Ltd., Nayland, Colchester. Tel. 334. [7924

DAIMLER

1937-38 Daimler 17 saloon, easy clean wheels, condition perfect; £415.—Cranmore. Tel. 2040 Potters Bar. [4822

DAIMLER

CAR MART, Ltd.

1940 Daimler 4½-litre 7-seater limousine by Hooper; maintained by manufacturers; £1,250.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8348

R. C. MORTLAKE offers:—

1937 E.L. series 24hp Daimler limousine, leather throughout, privately owned.—253, Kensal Rd., W.10. Ladbroke 3155. [5986

TOM GARNER, Ltd., offer:—

1948 Daimler foursome drop head coupe, grey with red leather, Radiomobile, heater and many extras, 2,500 miles only.

1947 Daimler 2½-litre saloon, blue with blue leather, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7905

1939 2½-litre Daimler saloon, black with red leather, excellent condition throughout.

1936 4½-litre Daimler limousine by Hooper, 14,000 miles, as new.

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951-4. [8509

CENTRAL GARAGE, Croydon, offer 1938 Daimler 2-litre saloon, black, red leather; £650.—Central Garage. Tel. Croydon 7464. [6928

1939 Daimler 4-litre straight eight, entirely new body designed and built by Alfa Romeo, Italy, completed 1949; a most interesting car; £1,250.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [8034

1939 E.L.24 Daimler limousine, privately owned, absolutely indistinguishable from new.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [5242

£215.—Daimler 15 fixed head coupe, 1936 model, finished in black, a very attractive car in immaculate condition with coachwork by Mulliners, a car for the motorist who wants something different.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6460

£225.—1935 Daimler 15 de luxe saloon, late property of well known M.P.; perfectly maintained and in superb condition.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [7147

£195.—1933-4 Daimler 26hp 7-passenger limousine; one owner since new; immaculate; colour black, leather front, cloth rear.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [7146

DAIMLER 2½-litre, Aug., 1948, 4-door saloon, finished navy blue, blue leather upholstery, mileage 8,500, one owner, cost nearly £2,000; offered at £1,595 by the Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [8085

245 gns.—Daimler 15, 1936, de luxe 4-door saloon, black, sliding head, maroon leather, preselector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8377

1936 Daimler 15, complete overhaul recently, engine rebuilt, reconditioned gearbox by Daimler, springs set up, rewired, carefully used and maintained by enthusiast, many spares, extras, best offer over £280.—Draper, 27, Welch Rd., Southsea.

1938 (Nov.) Daimler 3½-litre straight 8 saloon, James Young body, genuine 59,000 miles; engine overhauled 2,000 miles; sea blue and black with blue upholstery; chauffeur maintained; spotless condition.—Offers to The County Garage, Gerrards Cross 2279/3725. [7131

1940 Daimler 24hp unregistered, unused, believed to have only done 120 miles, black Freestone & Webb body, 4-light saloon, dark red hide interior; this car has no scratches or blemishes on any part; £1,500, or will exchange for American car.—Simpsons Motors, American Car Specialists. Tel. Wembley 3903. [6477

1939 Daimler 24hp 7-seater limousine, black with fawn leather upholstery, perfect condition throughout, chauffeur driven, small mileage, extra fittings, Andre telecontrol shock absorbers, spotlamps and demisters; £1,500.—Buying Department, British Insulated Callender's Cables, Ltd., Erith Works, Belvedere, Kent. Tel. Erith 3030. [7993

STRATSTONE, Ltd., the Daimler Distributors, have a comprehensive selection of post-war Daimler 2½-litre models, all in first-class condition, from £1,125; an excellent choice of limousines also available.—Full details and quotations from Stratstone, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [7961

£785 Straight Eight partitioned black Limousine, bench forward occasionals, magnificent condition, exceptional opportunity. Below

LIMOUSINE 1939/8-cyl-32hp Barker, partition, 7-forward, black, delightful condition, genuine 14,000, exceptional. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8316

Daimler Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

REQUIRED, Daimler limousines.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [2569

LADY requires 7-seater limousine, in immaculate condition, 1937-40, no dealers.—Box 1494. [5051

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0932

LIMOUSINE Modern 24hp-32hp required. Details please:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3381

Daimler Spares and Service

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0145

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874.

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd.

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain, etc.

HEAD office 82, Park St., W.1. [2408

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1, Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141 [0501

DELAHAYE

SELBORNE (MAYFAIR), Ltd., offer

795 gns! 1939 model 3½-litre Delahaye Sports 2-4-seater.—82, Park St., W.1. [7958

Delahaye Cars Wanted

DELAHAYE, Bentley 4¼, or similar wanted for cash.—Medley, 1176, Christchurch Rd., Boscombe East. [7855

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A and other overseas enquiries invited.

HEAD office Regional House, 82, Park St., W.1. [2407

D.K.W.

50 miles per gallon, 1938 D.K.W. cabriolet, completely overhauled by specialists, genuinely almost as new; £265.—Crawley, 48, Kensington Court, W.8. Tel. Western 6015-6-7. [7852

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

1948 Dodge 4-door saloon, radio and heater, L.H. drive, 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8055

LIMOUSINE 1939/26hp Double Enclosed, forward occasionals, black, private, immaculate. £895. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8317

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362

FIAT

£240 snip.—1938 Fiat 500 2-door saloon, engine rebored, new carbs, needs running in.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [7650

1938 Fiat 500 convertible coupe, £195; 1939 4-str. cabriolet, new sv, £285; another, duo blue sv carburettor, Delco Rimy distributor, £295; all reconditioned.

DERRINGTON'S, the leading Fiat specialists, 159, London Rd., Kingston-on-Thames. Tel. 5621-2. [7403

£85.—1930-1 Fiat 20, de luxe saloon, leather; immaculate.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington Station). Ambassador 1061-2. [7148

£295!—1939 Fiat 500 Coupe, red with red leather, pretty looking car, nippy engine, five new tyres, lady owner since 1941, fully guaranteed and especially recommended for economical running.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Phone 3115 and 2361. [8272

FOX & NICHOLL, Ltd., have 1939 Fiat 500 models, two- and four-seaters; also 1100 drop head coupe; rebuilt 500 engines usually available; spares and service specialists.—Kingston By-Pass Rd. Derwent 1122. [0242

295 gns.—Fiat, 1939, 1100cc 4-door pillarless saloon, grey, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8378

MAYFAIR GARAGES, Ltd.—1940 model 500 4-seater convertible saloon, 2-tone brown, beige hide upholstery, almost new tyres nominal mileage, carefully used, excellent condition throughout, 3 months' guarantee mechanically; 325gns.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 de luxe convertible coupe, grey, good tyres, new condition throughout, 3 months' guarantee mechanically; 295gns.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 de luxe convertible coupe, black, blue leather, good tyres, new hood, smart car in excellent condition throughout, 3 months' guarantee mechanically; 265gns.—Below.

MAYFAIR GARAGES, Ltd.—Choice of 10 Fiat 500s; send for list, particulars of hire purchase, and "Autocar" Road Test report.—Below.

MAYFAIR GARAGES, Ltd.—Fiat repairs and renovations by skilled fitters.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104/5. [8214

Fiat Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Fiat cars.—320, Euston Rd., N.W.1. Euston 1212. [0960

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448

Fiat Spares and Service

FIAT 500cc spares, reconditioned engines, gear boxes, starters, dynamos, etc.; guaranteed repairs.—S. and S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644. [0136

Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [3280

FORD (8 h.p.)

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

FORD 1947 8hp Anglia saloon, black with brown leather-cloth upholstery, 21,000 miles but in immaculate condition throughout; £465.—Ref (F.)

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley N.12. Tel. Hillside 4444. [7429

CAR MART, Ltd.

1948 Ford 8hp Anglia saloon, 5,000 miles; £585.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8349

J. DAVY offers:—

1948 (December) Ford Anglia, low mileage; £510.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [8263

TIMMS MOTORS offer:—

1937 Ford 8 saloon, very nice condition; £185.—Timms Motors, Colinette Rd., Putney, S.W.15. Tel. Put. 8667. [8568

PERRY'S of Harrow offer:—

EXCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

H. A. SAUNDERS, Ltd., offer:—

1948 Ford 8 Anglia saloon, 6,300 miles; £495.

1949 Ford 8 Anglia saloon, 4,900 miles; £525.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner). Hillside 0024. [8109

WEMBLEY COURT MOTORS offer:—

1948 Ford 8 saloon, just out of covenant, fawn, one owner; £495.

1937 Ford 8 saloon, black, in very good condition throughout, any trial; £185.—High Rd., Wembley. Arnold 5221-2. [7580

COOMBS & SON (GUILDFORD), Ltd., offer:—

1947 (Oct.) Ford 8 Anglia saloon, 7,000 miles, black with red leather, mechanically guaranteed; £430.—Portsmouth Rd., Guildford. Tel. 62907 [7287

DAGENHAM MOTORS, Ltd., Ford main dealers.

1948 Ford 8hp Anglia saloon, black, 2,300 miles.

1948 Ford 8hp Anglia saloon, black, 9,000 miles.

1948 Ford 8hp Anglia saloon, black, 5,900 miles.

1947 Ford 8hp Anglia saloon, black, 12,000 miles, choice of two.

56 Park Lane, W.1 (Regent 4866), 374, Ealing Rd., Alperton, Middx. (Perivale 3388), and 8 & 12, Sangley Rd Catford S.E.6 (Hither Green 4821). [7317

GATEHOUSE offer 1939 Ford 8 saloon, immaculate condition; £295.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [8301

1947 Ford 8 Anglia saloon, black, excellent condition; £425.—Below.

1948 Ford 8 Anglia saloon, black, loose seat covers, 12,000 miles; £470.

C.M.I., Ltd. Finchley Rd., Hampstead, N.W.3. Primrose 4405. [8336

1949 Ford Anglia saloon, black, with brown upholstery; guaranteed mileage, 6,000; £525.

E. C. Stearns & Co., Ltd., 250/262, Brompton Rd., S.W.3. Ken. 0061. [8096

1100 (one thousand, one hundred) miles.—Ford Anglia (January, 1949), one owner; £595.

LAMBS, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (6 lines). [7326

1949 Ford Anglia de luxe saloon, 500 miles (genuine), immaculate throughout; 499gns; (out of covenant).

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [8259

330 miles.—1949 Ford Anglia saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8057

1949 Ford Anglia saloon, speedo. 2,700, as new; also 1938 Ford 8 saloon, black, in excellent condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gla. 2234. [8424

1948 Ford Anglia (Nov.), 11,000 miles, as new; £460.—Pantiles Service Garage, London Rd., Guildford. Tel. 5326. [7142

1949 Ford Anglia, as new; £525.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hend'n Central, N.W.4. Tel. Hendon 6084-5-6. [8131

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367

£185—Ford 8 saloon, late 1937, new engine, exceptional condition inside and out.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [8146

HILLWOOD MOTORS.—1949 Ford Anglia, 7,000 miles, spare unused, in perfect condition throughout; £525.—565/7/9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [5561

195 gns.—Ford 8, 1936, saloon, black, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8379

FORD (8 h.p.)

£115!—1934 Ford 8 2-door saloon, excellent mechanical order throughout, reconditioned unit, bodywork and wings in exceptional condition for year; very clean interior; any trial.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [8196

155 gns.—Ford 8 saloon, 1937, smart, really excellent condition, choice of two, any trial; also 1934 at £115.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [3149

£145.—Ford 8 1936 saloon, no rust, sound body, taxed and insured to May.—Abbey Autos, rear of 44-46, Chase Side, Southgate (near Tube). Palmers Green 4540 or Waltham Cross 3838 evenings. [7685

1940 Ford Anglia saloon, black with green upholstery, reconditioned engine recently fitted, whole car in immaculate condition; three months' written guarantee; £315.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [8202

NAYLOR & ROOT, Ltd.—1948 Ford Anglia saloon, green, 5,000 miles, unblemished and as new throughout; £535; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [8249

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934

POST-WAR Ford 8 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0643

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0588

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3134

FORD (10 h.p.)

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 10hp Ford Prefect saloon, black with red leather upholstery, under 10,000 miles, in immaculate condition; £625.—Ref. (D.)

1948 10hp Ford Prefect saloon, black with leather upholstery, 10,000 miles only, an exceptional car; £615.—Ref. (C.)

1947 10hp Ford Prefect saloon, grey with cloth upholstery, loose covers fitted, very nice car; £525.—Ref. (E.)

1947 10hp Ford Prefect saloon, black with leather upholstery, 7,000 miles only, perfect condition; £595.—Ref. (B.)

1947 Ford 10hp Prefect saloon, black with red leather upholstery, 14,000 miles, in excellent condition; £550.—Ref. (A.)

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7431

CAR MART, Ltd.

1948 Ford 10hp Prefect saloon, 3,000 miles; £665.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8350

PERRY'S of Harrow offer:—

EXCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

R. C. WIMBUSH, Ltd., offer:—

1948 (August) Ford Prefect 4-door saloon, black with red leather, 4,000 miles, quite unmarked; £595; instalments.—312, Earls Court Rd., S.W.5. Fremantle 8401/2. [7246

H. A. SAUNDERS, Ltd., offer:—

1949 Ford 10 Prefect saloon, 7,000 miles; £625.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner). Hillside 0024. [8110

PALMERS MOTORS, Ltd., offer:—

1938 Ford 10 de luxe, leather; £235; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890, 7087. [8558

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 10hp Prefect saloon, beige, 6,000 miles.

1948 Ford 10hp Prefect saloon, black, 3,000 miles.

1948 Ford 10hp Prefect saloon, black, hide, 2,500 miles.

1948 Ford 10hp Prefect saloon, green, hide, 5,700 miles.

1947 Ford 10hp Prefect saloon, black, hide, 10,000 miles.

56 Park Lane, W.1 (Regent 4866), 374, Ealing Rd., Alperton, Middx. (Perivale 3388), and 8 & 12, Sangley Rd., Catford S.E.6 (Hither Green 4821). [7318

1939 Ford 10 Prefect tourer, the whole car and weather screens as new; £385.

NUTT MOTORS, 43, North Rd., Brighton, 1. Tel. Brighton 5501. [7749

1949 Ford Prefect saloon, green with hide upholstery, guaranteed mileage 5,000; £675.

E. C. STEARNS & Co., Ltd., 250/262, Brompton Rd., S.W.3. Ken. 0081. [8095

1948 (Sept) Ford Prefect, black with brown hide upholstery, fitted radio and fog lamp; £585.

W. J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Rd. N.W.3. Ham. 4414. [6246

£299.—1939 Ford 10hp Prefect de luxe saloon, hide interior excellent runner, clean condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8575

160 miles.—1948 Ford Prefect saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8056

1946 Ford Prefect 4-door saloon, black, one owner; £465.—Montroe Motors, 91, Epping New Rd., Buckhurst Hill. Buc. 5175. [8416

FORD (10 h.p.)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7392

1947 Ford Prefect saloon, black, low mileage; £515. R.E.P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [7321

L. F. DOVE offer: 1946 Ford Prefect, low mileage, spare unused, one owner; £495.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [8539

1947 Ford Prefect saloon, cloth upholstery, low mileage, nice condition; also 1939 Ford Prefect saloon, black, very good condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [8425

1949 Ford 10 black saloon, 2,300 miles, just out of covenant; £595, or £150 deposit, balance 1 to 3 years; this is a genuine Stone snip.

JACK STONE & SON, 221, Upper Richmond Rd., S.W.15. Tel. day and evening, Putney 1054-5, 2276-7. Insurance Dept., Putney 8241 and 7450. [8246

1947 (March) Ford 10 Prefect 4-door, real leather, outsanding condition; £510.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riverside 2837-8. [8049

295 gns.—1939 Ford 10 Prefect, excellent condition, any trial; choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [4391

1949 Ford Prefect saloon, finished black, cloth, 1,800 miles, as new in every respect.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2 [6578

1949 Ford Prefect saloon, covenant free, black, brown leather upholstery, fitted radio and heater; £635.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [8541

£75 deposit or £249 cash, 1938/9 Ford 10 2-door saloon, black with green leather, good condition throughout; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [8199

£585!—1947 Ford 10 Prefect de luxe saloon, finished very immaculately in black with flawless chrome fittings and upholstery, late property of wife of prominent local country gentleman with three other cars in use, the Ford has been chauffeur maintained and used only occasionally, in consequence the mileage is exceptionally low even for a 1947 car, every additional refinement has been fitted entirely regardless of cost, and the car is equipped with radio, heater, twin de-misters, Lucas passlight, discs, etc., all upholstery has been protected by loose covers which go with the car, mechanically the car is in the very finest condition with astonishingly lively performance for such a low hp; we have seldom had the opportunity to offer such an outstanding example of a low mileage one-owner car before, and are happy to offer this model with a guarantee similar to the maker's warranty.

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

1939—48 Ford Prefect 4-door saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232. [5151

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

FORD (V.8)

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford V.8 Pilot saloon black with brown leather upholstery and built-in radio, 15,000 miles only, in immaculate condition; £950.—Ref. (G.)

1949 Ford V.8 Pilot saloon black with leather upholstery and radio, 16,000 miles, perfect in every respect; £950.—Ref. (H.)

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7430

DICKS CAR SALES offer:—

1939 Ford V.8 saloon, genuine bargain; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [7484

WARWICK WRIGHT, Ltd., offer:—

1948 Ford V.8 Pilot saloon, suede green, beige leather, 5,000 miles; £995.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7491

JOE THOMPSON (MOTORS), Ltd., offer:—

1949 American Ford saloon, latest design.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [8290

DAGENHAM MOTORS, Ltd., Ford main dealers.

1948 Ford V.8 Pilot saloon, green, beige hide, 10,000 miles.

1949 Ford V.8 Pilot saloon, black, brown hide, radio, 5,500 miles.

1948 Ford V.8 Pilot saloon, black, brown hide, 7,000 miles.

56 Park Lane, W.1 (Regent 4866), 374, Ealing Rd., Alperton, Middx. (Perivale 3388), and 8 & 12, Sangley Rd., Catford S.E.6 (Hither Green 4821). [7319

FOR sale, one 1936 Ford V.8 saloon, in good running order; price £175.—Grose, Ltd., Northampton. Tel. 2111. [7196

£350.—1939 Ford V.8 91A 30hp de luxe saloon, black, hide interior, new tyres, clean condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8570

12000 miles, Ford V.8 Pilot saloon, blue with blue leather upholstery, twin-speaker radio, loose cover to front seat, fog lamp, heater, spotless condition, first registered November, 1948; £950; hire purchase and exchanges.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Frobisher 0063, 0929. [8039

FORD (V.8)

1948 (Dec.) Ford Pilot, blue leather, radio, heater, combination secret switch, 11,000 miles; £925.—Campbell Symonds, Wembley 6262. [4492

LATE 1948 Ford Pilot saloon, 7,000, black leather, fitted radio, heater, etc.; £950, guaranteed.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. [5252

1949 Ford Pilot saloon, 8,000 miles, one owner, black with brown leather upholstery, fitted with radio and heater, in immaculate condition throughout; £965.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7 Ken. 2468. [8501

SUPER de luxe Ford V.8 saloon, 1947 model, 4 doors, painted black, 10,000 miles, bought new by present owner May, 1947, right-hand drive, in impeccable condition throughout.—Offers to Box 1992. [7935

1948 (Dec.) Ford Pilot de luxe saloon, black, all brown leather, fitted heater and radio, 5,000 miles, as new; £900.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7238

1938 (Aug.) Ford V.8 30 saloon, leather, radio, a really magnificent vehicle which we sincerely believe to be the finest specimen on offer today; £465.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [7966

£275!—Attractive bargain, Ford V.8 30hp drop head coupe, 1937-8, nice specimen, finished in dark blue, upholstered in blue leather to match, outstandingly clean condition throughout, good hood and tyres, and a first-class runner with much above average performance. See below.

£495!—1940 Ford V.8 6-seater touring saloon with steering column gear change, and other post-war features, immaculate cellulose, very capacious rear boot, superb mechanically.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. 'Phone 2381 and 3115. Over 250 cars in stock, write for 18-page list, easy and confidential H.P. facilities, part exchanges. Free delivery of any car anywhere in the United Kingdom. Near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes. By road just under 4 miles off the main A5 Watling Street. Fares refunded in full to purchasers from any part of the country. [8271

1948 registered Canadian Mercury, immaculate condition, interior and exterior, equal to new, loose covers fitted, right-hand drive, leather upholstery, £10 tax, excellent car. This car must be seen to appreciate condition; £850.—Colindale Service Station, 155, 157 & 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [8163

TANKARD & SMITH, Ltd., offer 1939 Ford V.8 model 91a d.h. coupe in cream with brown leather and new grey silk mohair hood; an immaculate car in excellent mechanical condition, £475; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., Chelsea, S.W.3. Tel. Flaxman 4801/2/3. [7985

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0936

JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilots.—173, Westbourne Grove, W.11. Bays. 4274. [8226

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

UTILITY—FORD OR OTHER BODIES

1948 Ford V.8 Mercury 7-seater shooting brake utility, indistinguishable from new; £695 or £200 deposit, balance 1 to 3 years.

JACK STONE & SON, 221, Upper Richmond Rd., S.W.15. Tel. day and evening, Putney 1054-5, 2276-7. Insurance Dept., Putney 8241 and 7450. [8245

1939 Ford Prefect chassis mounted with very attractive wooden utility bodywork, excellent condition throughout, four seats; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5153

325 gns.—Ford V.8 (July, 1938) 30hp model 81A, fitted 4-door 8-seater utility body, glass all round, fold-flush rear seats, carefully used, very good condition; terms, exchanges.—Rowland Smith, below.

325 gns.—Ford Prefect (June, 1939), fitted natural timber utility body, fawn wings and bonnet, glass all round, drop tail-board, fold-flush rear seats, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Ford 10 (June 1938) chassis fitted with utility body, folding rear seats, glass all round, drop tail-board, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8404

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co. 369, Euston Rd., London, N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0937

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.

FORD main dealers.

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

MARSTON MOTOR Co., Ltd., for your Ford. Tel Sta. 8000. Seven Sisters Rd Tottenham, N.15.

Ford Miscellaneous Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. [0961

WANTED.—1946-9 Ford 8hp and 10hp saloons.—Arthur E. Gould, Ltd., 290-2, Rexent St., W.1. Langham 1594-5. [0101

FORD 8 or 10 wanted, must be in very good condition.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [7347

URGENTLY wanted, good condition Ford cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199 High Rd., Loughton, Essex. Loughton 4119. [2439

ENGLAND'S best buyers of low-mileage Ford cars.—Brady's Motors, 137, London Rd., Romford, and High Rd., Chadwell Heath, Romford 2432 and Seven Kings 6857. [2631

LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [0042

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a long car life.—Bring your car to 405-9, King St., W.6. Riv. 3665. [0231

FORD spares for all models.

DAGENHAM MOTORS, Ltd., 8, Balderton St., London, W.1. Regent 4070. 374, Ealing Rd., Alperton, Wembley. Perivale 3388. And 8, Sangley Rd., Catford, S.E.6. Hither Green 4821. [0169

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St. Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines).

FOR Ford mudguards, running boards, 1933/48.—Brooks, 85, Queens Rd., Brighton. [0314 [0383

ADLARDS MOTORS Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers: service and all spares. [0110

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Ford owners.—Mayfair 5242. [0868

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0939

FRAZER NASH-B.M.W.

A.F.N., Ltd.,

MANUFACTURERS of Frazer Nash cars (Le Mans Replica, Fast Roadster, foursome cabriolet and Mille Miglia models).

JOINT distributors for Bristol cars (see our advertisement under New Cars—Bristol).

USED Frazer Nash-B.M.W. models available at the moment include:—

1940 type 335 3½-litre l.h.d. 4-door saloon, recellulosed black, reupholstered brown leather; price £1,295.

1939 type 321 4-seater cabriolet, colour blue recellulosed, new hood; £725.

1935 type 40 (12.5hp) saloon, colour maroon, very good condition throughout; price £340.

THE White Works B.M.W. special 2-seater for sale, stored during war; offered complete with its special engine, brakes and light body as last raced; the fastest and best of all B.M.W. Works cars; for the low price of £1,400.

FULL particulars of above cars and descriptive literature sent on request.

SPARE parts for all Frazer Nash-B.M.W. cars available to our owners.

WE are always open to purchase Frazer-Nash-B.M.W. models

FALCON Works, London Rd., Isleworth. Hounslow 0011. [3256

FRAZER NASH-B.M.W. model 328 2-seater, first regd. June, 1938, one owner, immaculate condition throughout; £1,000.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel. Datchet 54. [7507

FRAZER NASH-B.M.W. type 327, 4-seater fixed head coupe, this machine has been work's maintained and is as new, it is without doubt the finest specimen of this classic model available; £1,100.—G. Lockley, Bardsey, nr. Leeds. [7806

325 gns.—Frazer Nash-B.M.W., 1935, 2-litre type 55 sports 2-seater, ivory, red leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8590

FRAZER NASH-B.M.W. Type 328, 2-str., first registered 14/3/1939; in excellent condition throughout, silver and blue with black leather interior, all-weather equipment, very fast and attractive, a super car for the enthusiast, any trial arranged; terms; price £950 (o.n.o.).—Dear Bros., West Moors, Dorset. [8614

Frazer Nash-B.M.W. Cars Wanted

BARTLETT always buys Frazer Nash-B.M.W.s.—27a, Pembridge Villas, W.11. [1068

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940

HEALEY

ACLAND & TABOR, Ltd., offer:—

1947 Healey Special streamlined 4-seater 2-door saloon, Farina style body, 9,000 miles only; £1,375.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [7995

ROSE & YOUNG, Ltd., offer Healey 2-seater, unregistered, exceptional condition, bargain; £950.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5070

HEALEY 2.4-litre Roadster finished two shades of metallic grey with red leather upholstery, first registered November 1947; negligible mileage; £1,250.—Jack Olding, Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [8101

HEALEY

1948 2-seater streamlined Healey, body by Fox and Nichol, 6,000 miles; £895.—Halfway Garage, Padworth, Reading. Tel. Woolhampton 90. [8138

Healey Cars Wanted

£1000 offered Healey Standard saloon, good condition.—Box 1779. [6966

BROOKLANDS OF BOND STREET, Ltd., London and Home Counties distributors have new and used cars in stock, and are always interested to have details of any Healey cars for disposal.—Mayfair 8351-6. [0261

HILLMAN 10

NEWNHAMS, Ltd.

1949 Hillman Minx Mark III saloon, 5,000 miles; £875.—235-7-9, Hammersmith Rd., London, W.6. Riv. 4646. [8257

J. DAVY offers:—

1947 model Hillman Minx saloon, black with beige upholstery, 14,000 miles, original tyres still quite good; £575.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [6437

CAR MART, Ltd.

1948 Hillman Minx Phase II drop head coupe, 1,000 miles; £815.

1948 Hillman Minx Phase II saloon, 2,000 miles; £795.

1947 Hillman Minx saloon, radio, 11,000 miles; £645.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8351

DICKS CAR SALES offer:—

1947 (reg.) Hillman 10 saloon, positively unmarked; £450.—Below.

1946 Hillman 10 drop head coupe, one owner, very low mileage; £575.—Below.

1939 Hillman 10 drop head foursome coupe, resprayed and rebored; £395.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [7488

TOM GARNER, Ltd., offer:—

1949 Series Hillman Minx Mark III saloon, black with brown upholstery, 4,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7906

LAYTONS OF OXFORD offer:

£595.—1946 Hillman Minx saloon, grey with blue upholstery.—Laytons, New Rd., Oxford. Tel. 3381. [7685

GLANFIELD LAWRENCE offers

1948 Hillman Minx saloon, grey, one owner, 8,000 miles; £750.—407, High Rd., N.12. Finchley 0091. [7670

H. A. SAUNDERS, Ltd., offer:—

1948 Hillman Minx Phase II saloon de luxe, 2,000 miles; £785.

1948 Hillman Minx Phase II saloon de luxe, 11,000 miles; £735.

1947 Hillman Minx drop head coupe, 12,000 miles; £615.

1947 Hillman Minx saloon, grey; £615.

1946 Hillman Minx saloon, black; £545.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [8119

HAROLD RADFORD & Co., Ltd.

1948 (May) Hillman Minx Phase II saloon, black/brown, 5,600 miles, indistinguishable from new throughout.

1948 (November) Hillman Minx Phase II drop head coupe, black/brown, 11,000 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8285

PHILIP RICKARDS, Ltd., offer:—

1948 Hillman Minx saloon, grey/blue, 8,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8237

WARWICK WRIGHT, Ltd., offer:—

1948 Hillman Minx 10hp drop head coupe, black, brown leather, 8,000 miles; £735.

1948-9 Mark III Hillman Minx 10hp saloon, fawn, fawn cloth and red leather, 5,000 miles; £895.

1948 Hillman Minx 10hp saloon, black, brown cloth, 6,000 miles; £745.

1947 Hillman Minx 10hp drop head coupe, blue, blue leather, 10,000 miles; £635.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7492

CHARLES FOLLETT, Ltd., offer:—

1947 Hillman 10hp coupe, black, brown leather, new tyres and hood, excellent order; £625.

18 Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [8029

WEMBLEY COURT MOTORS offer:—

1948 Hillman 10 saloon, phase II, black, indistinguishable from new, one owner; £725.—High Rd., Wembley. Arnold 5221-2. [9266

1948 Minx, grey, blue upholstery, one owner, unmarked.

HAMILTON MOTORS (LONDON) Ltd., 466-490, Edgware Rd., W.2. Paddington 0022. [7980

1949 Phase III Hillman Minx, 5,970 miles, dove grey, one owner.

LAMB'S, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (8 lines). [8136

£145.—1934 Hillman Aero Minx sports 4-seater, unrepeatable bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8572

1947 Minx D.H.C., immaculate condition, 15,000 miles, taxed Dec.; £575.—Harrow 2264. [8468

HILLMAN Minx Phase III, November, 1948, 8,000 miles, radio; £815.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [7340

HILLMAN 10

1946 Hillman Minx saloon, grey, one owner, very well maintained; £525.—JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [7576

DROP head coupe 1948 Hillman Minx phase II, black with brown leather upholstery; £725.—LAMB'S, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (8 lines). [6135

1947 Hillman 10hp 2-door drop head foursome, blue/blue leather upholstery, very carefully used, excellent condition; £595.—ELBORNE, BROS., Ltd., Lady Margaret Rd., Southall. Waxlow 1891 and 4008. [8588

GORDON CARS (LONDON), Ltd.—1947 Hillman 10 saloon, black, 18,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8002

1948 Hillman Minx D.H. coupe, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8058

1948 Hillman 10, grey and blue, 9,000 miles, quite as new; £700.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [6040

1948 Hillman 10, 12,000 miles, radio fitted, excellent condition; £725.—Pantiles Service Garage, London Rd., Guildford. Tel. 5326. [7143

£195.—Hillman Minx late 1937 de luxe saloon, fine condition throughout.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [8145

1948 Hillman Minx Phase II saloon, mileage 4,472, one owner; £725.—Midland Motor Co. (Bedford), Ltd., 92, Midland Rd., Bedford. Tel. 4144. [7216

1939 Hillman Minx saloon, one owner, taxed for a year, just repainted, good tyres; £340.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [8188

1948 Hillman Phase II saloon, carefully maintained by sole private owner, 11,000 miles; £690.—Hammond, 9b Station Rd., Woburn Sands. Tel. 3147. [8620

1938 Hillman Minx saloon, reconditioned, recellulosed black, remarkable condition throughout; £230.—South Western Garage, New Malden. Tel. Malden 1212. [7637

1947 (August) Hillman Minx black saloon, 14,000 miles only, like new; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [6121

UNDER 6,000 miles, 1948 Hillman Minx Phase II coupe; unrepeatable at £725.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [8129

1948 Minx, Phase II (black), brown leather and cloth, 14,000 miles, one owner, fitted extras, superb condition; £705.—George Osborne, Ltd., 136-8, Streatham Hill, S.W.2. Tulse Hill 5937. [7440

1948 Phase II Minx saloon, one owner, low mileage, almost unblemished condition, guaranteed; £695.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [8082

1947 Hillman Minx saloon, black, one owner, low mileage, carefully maintained, a beautiful car both inside and out; £585.—Wm. Knowles & Sons (Garages), Ltd., Boro' Garage, Manchester Rd., Bolton. Tel. Bolton 374. [7882

R. S. MEAD offers 1948 Phase II Hillman Minx drop head foursome coupe, one owner, small mileage, H.M.V. radio, absolutely indistinguishable from new, taxed year; £715.—Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [8253

1946 Hillman Minx 10hp de luxe saloon, black, brown leather upholstery, excellent condition throughout, nominal mileage; £450, terms, exchanges.—Tel. Amhurst 2000. Fanfare Motors, 99/115, Clarence Rd., London, E.5. [7815

1948 Hillman Minx saloon, Phase II, green, speedometer 5,000, as new; also 1946 Hillman Minx saloon, low mileage, grey, nice car; also 1938 Hillman Minx drop head coupe, reconditioned engine recently fitted, recommended; £295.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gla. 2234. [8426

1947 Hillman Minx drop head coupe, 15,000 miles, black, brown leather, immaculate; £545.—Acres Autos, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 5762 and Macaulay 2873. [8159

£325 Hillman 10 1939 original cellulose, leather interior, sliding roof, excellent condition throughout, choice of 2.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [7899

595 gns.—Hillman Minx (Nov., 1947) 10hp Estate car, grey, maker's standard 4-door 5-seater body with rear entrance and removable rear seating, one owner, small mileage, practically new condition; terms, exchanges.—Rowland Smith, below.

545 gns.—Hillman Minx (Dec., 1946) 10hp foursome drop head coupe, black, fawn leather, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Hillman Minx 1939 model 10hp de luxe 4-door saloon, sliding head, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8381

HILLMAN 14

£285.—Hillman 14 de luxe saloon, late 1939, immaculate condition; a bargain.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [8147

£345.—Hillman 14 1938 model, just overhauled costing £95, including reconditioned engine, suspension, clutch, brakes, etc., bodywork immaculate, interior leather excellent, whole car outstanding condition; 3 months' guarantee, hire purchase, exchanges.—LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [8421

HILLMAN 21

£475!—Hillman 21hp enclosed 7-passenger limousine 1937, with division, face-forward seats, and smart leather interior front and rear, whole car looks and is in very nice condition, with very clean black cellulose free from major blemish, excellent tyres and really outstanding engine, sustained oil pressure, good steering and brakes; inspection and trial of this Hillman will convince that it has been really well maintained by previous owner, and is ready in every sense to give a lasting term of excellent and reliable service.—CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115. [8274

HILLMAN 21

LIMOUSINE 1938 Deluxe, partition, widest forward occasionals, leather throughout, black, exceptional throughout. Below

7-PASSENGER 1937-21hp privately owned black Saloon, leather, bench occasionals, immaculate. £465. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8518

HILLMAN MISCELLANEOUS

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 8291. [8296

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Hillman cars.—320 Euston Rd., N.W.1. Euston 1212. [0962

RSROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RROOTES, Ltd.,

RDISTRIBUTORS.

BEQUIRE modern low-mileage Hillman cars.

BBIRMINGHAM.—Lower Temple St. (Central 8411.)

MMANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MMAIDSTONE.—(Maidstone 3333.)

CCANTERBURY.—(Canterbury 3232.)

RROCHESTER.—(Chatham 2231.)

WWROTHAM Heath.—(Borough Green 4.)

RROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

POST-WAR Hillman wanted.—Gleave, Albemarle Way, E.C.1. Tel. Cle. 1345. [7010

1948 Hillman 10 saloon wanted.—Turnbull, Ross House, Station Hill, Winchester. [7977

URGENTLY required, good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [8177

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3376

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham; and Lower Temple St., Birmingham, 2. [0088

RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128

Hillman Spares and Service

NORMAND, Ltd.

THE best service ensures a long car life.—Bring your car to 405-9, King St., W.6. Riv. 3665. [0230

J. C. BRODIE, Ltd.

HILLMAN repair specialist (30 years); well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676

FOR Hillman 1936/46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. [0387

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

S. G. SMITH MOTORS, Ltd., for Hillman spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444. [8051

CROYDON'S Hillman spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0517

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9892

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6894

1936 (first reg. 10.2.38) 3½-litre Hotchkiss, fitted with most magnificent Continental 4-door sports saloon body, a very fine car in immaculate condition throughout; £595.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [8213

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties. offer:—

NEW and used H.R.G. cars available for immediate delivery.

NEW unregistered 1500cc H.R.G. 2-seater, grey at list price.

1947 H.R.G. Aerodynamic 1500 sports 2-seater, with 1948 modifications, 16,000 miles, unused since passed out of manufacturer's works.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5724

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8309

HUDSON

GUY SALMON AUTOMOBILES offer:—

1937 Hudson 8, Tickford drop head foursome coupe, this car has covered a total mileage of 10,000, and is definitely in new condition throughout; the original grey cellulose and red leather upholstery is unmarked, a truly perfect car at the reasonable price of £595.—Portsmouth Road, Thames Ditton. Emberbrook 4343. [7476

1940 model Hudson 16.9hp saloon, new engine, recellulosed, interior retrimmed throughout, colour maroon; offers wanted.—Denham Service Station, Ltd., Denham, Bucks. Denham 2266. [8094

1940 Hudson 16.9hp saloon, column gear change, black with red hide upholstery, 22mpg, radio, a perfect car, it cannot be faulted; A.A. inspection invited; £550.—139, Clifton Rd., Shefford (Beds) 346. [7836

1939 Hudson Country Club saloon, beautiful brown hide interior, radio heater, black cellulose body, splendid condition tyres nearly new, car practically unmarked; £425.—Simpsons Motors, American Car Specialists. Tel. Wembley 3903. [6476

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service, 83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

CAR MART, Ltd.

1948 Humber Snipe III saloon, 6,000 miles; £1,150.

1948 Humber Pullman limousine, 19,000 miles; £1,575.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8352

DICKS CAR SALES offer:—

1939 Humber Super Snipe sports saloon, razor-edge body, immaculate; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [7483

WIMBUSH for good Humbers:—

1948 (July) Humber Hawk saloon, black, quite immaculate, £995; also similar 1947 (Mar.), £895.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401 [4811

CHARLES FOLLETT, Ltd., offer:—

1947 Humber Super Snipe saloon, gunmetal, 15,097 miles, good condition throughout; £975.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [8026

WARWICK WRIGHT, Ltd., offer:—

1948 Humber Hawk 14hp saloon, gunmetal grey, grey cloth, 10,000 miles; £1,095.

1948 Humber Hawk 14hp saloon, pastel green, fawn cloth, 8,000 miles; £1,145.

1948 Humber Snipe 18hp saloon, granite grey, grey cloth, 8,000 miles; £1,250.

1948 Humber Super Snipe 27hp saloon, black, fawn cloth, 7,000 miles; £1,295.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7493

WEMBLEY COURT MOTORS offer:—

1946 (September) Humber Snipe 18hp saloon, black, one owner, condition as new throughout, any trial; £799.

1947 Humber Hawk 14hp saloon, gunmetal, indistinguishable from new, one owner; £875.—High Rd., Wembley. Arnold 5221-2. [4279

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 April (B.M.T.A. permission, subject to remainder of covenant), Humber Pullman limousine, 8,000 miles, immaculate; £1,795.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [8543

1947 Humber saloon 18hp black, low mileage, £875.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [5820

1946 Humber 27hp 7-passenger, with division; £1,250.

NUTT MOTORS, 43, North Rd., Brighton, 1. Tel. Brighton 5501. [8309

1939 Humber 21 Snipe saloon, black, in recommended condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [4466

HUMBER Hawk 1947, condition as new; £825.—29, Hailsham Rd., Worthing. [8602

CAMPBELL SYMONDS, Wembley 6262, offer the following three Humber Super Snipes:—

1947 (August) Pullman limousine, 10,000 miles, as brand new throughout; £1,750 or near offer.

1946 saloon, dark blue, with radio, 20,000 miles, guaranteed; £775.

1937 Sedanca de ville 6-seater, leather front, cloth rear, with division, laid-up since 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout; bargain, £795. [4489

GORDON CARS (LONDON), Ltd.—1948 Humber Hawk saloon, grey, 13,000 miles, radio.—Below.

GORDON CARS (LONDON), Ltd.—1948 Humber Hawk saloon, black, 7,000 miles, radio.—Below.

GORDON CARS (LONDON), Ltd.—1947 Super Snipe saloon, black, 19,000 miles, radio.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8005

530 (five hundred and thirty) miles.—Humber Hawk 1948, steel grey with grey upholstery; £1,195.

LAMBS, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (8 lines). [7324

HUMBER

1948 Humber pullman limousine by Thrupp & Maberly, current model radio; £1,825.—GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [8035

1947 Humber Pullman limousine, 18,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8059

1947 (registered) Humber 27hp chassis fitted with wooden utility body, excellent appearance and mechanical condition, £10 tax; £325.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234 [5154

1948 Humber pullman 7-passenger limousine, one private owner, as new; £1,675.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5761

REGISTERED 1947 Humber Super Snipe, perfect condition, 6-seater; £525.—Progressive Car Sales, Heather Garage, Heather Gardens, N.W.11. Speedwell 0071-2. [5214

1949 Humber Super Snipe, black with brown leather, H.M.V. radio and heater, 8,000 miles, as new; £1,400.—Jones, Lennox St., Bognor Regis. Tel. 2166. [7930

1947 (April) Humber Hawk saloon, black, 22,000 miles, exceptional condition; £825.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8439

£695.—1938 27hp Humber Pullman limousine, roomy 7-seater, not ex hire or service car.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [8216

1946 Humber Hawk, 15,000 miles, black, brown leather, faultless condition; £795.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [8412

1947 (April) Humber Snipe saloon, maroon, 10,000 miles only, absolutely immaculate; £925.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8437

ROSE & YOUNG, Ltd., offer 1939 Humber limousine, small mileage, exceptional condition.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5661

1948 model Humber Hawk saloon, black, 15,000 miles, practically as new, original owner; £895; view by appointment only.—Lucas, Holme Place, Englefield Green. Tel. Egham 205. [7885

R. S. MEAD offers: Humber Hawk (first registered Jan. 1, 1949), one owner, small mileage, grey, immaculate condition; £1,025.—Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [8254

1st reg. 1947 (£10 tax), Humber 21hp saloon, overhauled by Rootes at cost of £275, taxed year, tyres new; bargain, £475.—Moreton Garages, 61, Albert Embankment, S.E.1. Reliance 4016. [8142

1937 Humber Pullman limousine 7-seater, in absolutely new condition, 27,000 miles only, privately owned since new, executors wish to sell and would accept £600 or near offer.—Box 2103. [8593

PEARSON'S OF LIVERPOOL offer Humber Pullman limousine 7-seater with division, immaculate and very near to new, negligible mileage, first registered June, 1948.—3-7, Shaw St., Liverpool, 6. North 1246-7-8. [2025

1948 (December) Humber Hawk, finished grey, under 6,000 miles, fitted heater, exactly as new; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [8564

HUMBER Super Snipe saloon finished in black with brown leather and cloth upholstery, small mileage, first registered November, 1947; £995.—Jack Olding & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [8102

£175 cash or £55 deposit.—1937 Humber 12 4-door saloon, rear boot, sturdy, reliable car in sound mechanical condition; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [7362

1948 Hawk saloon, finished grey with grey upholstery, mileage 6,600, one owner, fitted many extras, including radio, guaranteed; £1,095.—Recommended by Austin House, 144, Golders Green Rd., London N.W.11. Speedwell 0011. [8083

1948 (April) Humber Super Snipe de luxe saloon, 14,000 miles, one owner, finished black, leather and cloth upholstery, H.M.V. radio, discs, taxed to December, 1950; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley, N.2. Tudor 2301. [8584

NAYLOR & ROOT, Ltd.—1948 Humber Hawk saloon, grey, grey upholstery, 9,000 miles, equal to new throughout; £995; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [8250

£545!—Humber Pullman 7-passenger 27hp enclosed limousine 1937 with winding division, face-forward seats, and full equipment, immaculately finished black and chrome exterior, and upholstered in finest quality materials, with interior furnishings polished wood fillets, chromed fittings, roof linings, etc., in outstanding condition, engine just extensively reserviced, and the whole car in exceptional order, all tyres practically brand new; hire purchase can be arranged if required on deposit as low as £185; write, call, or 'phone.—CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115; 22 other limousines in stock. Write for 18-page list [8275

1947 (£10 tax) Pullman Limousine, partition, 7-forward, black, radio, genuine 6,000—original owner, unquestionable condition, selection from £1285. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8319

Humber Cars Wanted

CMT HE CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. [0963

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942

Humber Cars Wanted

RROOTES, Ltd.,

RDISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

POST-WAR Humber required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0644

CASH immediately for good Humber.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6168

7-SEATER Limousines, low mileage, 1947/1948, also 1935/24hp, also 27hp privately owned 1937/38/39. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [5382

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS OF NOTTINGHAM urgently require all types of Humber cars, recent models.—R. Cripps & Co., Ltd., the Humber distributors, Parliament St., Nottingham. Tel. 44558. [0553

INVICTA

1949 Invicta Black Prince drop-head coupé, genuine mileage under 3,000, free of covenant, twin overhead camshaft, dual ignition, 3 carbs., cooling system fitted with immersion heater for winter use, electric jacks, all wheels independently sprung, turbo drive, no gears! no clutch pedal! taxed Dec., fitted radio, cost almost £4,000; accept £2,000; consider Armstrong Siddeley saloon in part exchange.—J. West, 4A, Denmark St., Iffley Rd., Oxford. Tel. 48818. [7988

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SELECTION of all models at attractive prices.

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STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027

CAR MART, Ltd.

1947 Jaguar 1½-litre saloon, 9,000 miles; £975.

1946 Jaguar 2½-litre saloon, radio, 17,000 miles; £825.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8353

TOM GARNER, Ltd., offer:—

1949 Series Jaguar 1½-litre S.E. saloon, black with brown leather, 4,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7907

HAROLD RADFORD & Co., Ltd.

1948 (October) 3½ Jaguar drop head coupe, black, beige leather, 8,000 miles, radio, heater and de-mister, as new.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8286

WEMBLEY COURT MOTORS offer:—

1937 S.S. Jaguar 1½-litre 12hp saloon, cream a very attractive car, any trial; bargain, £295.

1937 S.S. Jaguar 2½-litre saloon, black, in excellent condition throughout, exceptional bargain; £285.—High Rd., Wembley. Arnold 5221-2. [7581

CHARLES RICKARDS, Ltd., the house of standing and repute.

1939 Jaguar 100 2½-litre special sports 2-seater, maroon, whole car in magnificent condition; £695.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [7917

BEARTS of Kingston. Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

JAGUAR 1938 2½-litre, nice condition, 4 good tyres, new battery, engine perfect; £380.—95, Beech Grove, Guildford. [8486

GATEHOUSE offer 1948 (Nov.) Jaguar 1½-litre saloon, special equipment model, immaculate condition, 9,000 miles, fitted radio and Ace discs; £1,195.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [6300

JAGUAR

£225.—Jaguar 2½-litre saloon, 1936, black, a most attractive car giving an excellent performance in absolute safety.—M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [7343

1939 Jaguar 14hp 1½-litre drop head coupe, black, with grey leather upholstery, in very exceptional condition; £525—Below.

1939 Jaguar 14hp 1½-litre saloon de luxe, black, with brown leather upholstery, in immaculate condition; £525.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [7344

1948 Jaguar 3½-litre saloon, 13,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8060

1939 Jaguar 12 foursome drop head coupe, perfect, guaranteed; £575; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [8526

R. S. MEAD offers: 1946 2½-litre Jaguar saloon, one owner, mileage 16,000; £795.—Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [8256

1939 Jaguar 1½ drop head foursome coupe, guaranteed; £390; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [6017

JAGUAR 1936 1½-litre saloon, radio, spotlamp, in 1949 condition throughout; £275.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [8287

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre sal., grey/red lthr., 8,800 miles, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8003

1939 1½-litre Jaguar drop head coupe, new chassis, new battery, 5 good tyres, just rewired; £425.—Massey, 178, Long Lane, Hillingdon. Uxbridge 2739. [7865

CASS'S MOTOR MART.—1939 Jaguar 1½-litre drop head coupe, golden brown, engine just reconditioned, exceptional, written guarantee.—5, Warren St., W.1. Euston 4110. [5087

ROSE & YOUNG, Ltd., offer: 1938 (November) 3½-litre Jaguar, small mileage; £1,095.—65,-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [8521

R. S. MEAD offers: 1947 1½-litre Jaguar special equipment saloon, one owner, ace discs, small mileage, taxed year; £925.—Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [8255

1947 (May) Jaguar 2½-litre saloon, special equipment, mileage 21,000. Ace discs, tyres as new, beautiful condition, black; £975.—T. Dibben & Sons, Ltd., Wimborne, Dorset. Tel. 20. [7954

1949 Jaguar 2½-litre saloon, lavender grey with green hide upholstery, genuine mileage 4085, excellent condition throughout; £1,300.—Smith, George Hotel, Selby, Yorks. Tel. Selby 21. [8443

789 gns.—1946 model Jaguar 1½-litre saloon de luxe, most immaculate throughout, speedometer reads 12,000, but whole vehicle spotless and cannot be faulted; 3 months' guarantee, hire purchase, exchanges.—LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [8419

995 gns.—Jaguar 1948 2½-litre foursome drop head coupe, brick red, grey leather, Philco radio, ace discs, twin wind-tone horns, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

950 gns.—Jaguar 1948 1½-litre special equipment saloon, black, sliding head, good tyres, small mileage, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8405

1947 1½-litre saloon, special equipment model, finished birch grey with red hide upholstery, 8,000 miles; £995.—Highly recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [8084

1948 (late) 3½-litre Jaguer drop head coupe, green leather, 9,000 miles, immaculate throughout.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503-2334-3526; works and service station, Mare St., Hackney, E.8. [7457

1949 (Feb) Jaguar, 1½-litre saloon, 7,000 miles, spare unused, special equipment and H.M.V. radiomobile fitted, black, brown hide upholstery, immaculate condition, taxed; £1,065.—Gordon, 7, Cavendish Ave., South Ruislip. Ruislip 3214. [8617A

£450 Jaguar 1½-litre 1939 4-door sports saloon, original paint, black with cream hide, exceptional performance.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [7900

1939 Jaguar 3½-litre saloon, finished black, recently reconditioned, taxed and in excellent order throughout, car of very smart appearance; first offer over £475.—Car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [8563

TANKARD & SMITH, Ltd., offer 1946 Jaguar 1½-litre special equipment model; finished in polychromatic grey with red leather; genuine 20,000 miles since new, unmarked, £795; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., Chelsea, S.W.3. Tel. Flaxman 4801/2/3. [7982

£445!—A very genuine 1939 1½-litre 14hp Jaguar sportsman's saloon in excellent mechanical order, and a particularly nice looking example, finished in steel grey with elegant blue hide upholstery and fitted with twin trumpet horns, twin Lucas passlights, demisters and other items of special equipment; mechanically the car runs extremely well and its qualities are consistent with having been most carefully maintained and serviced during its entire life; offered at this extremely attractive price with a 3 months' written guarantee, this particular Jaguar cannot fail to appeal; hire purchase can be arranged on a deposit as low as £148 if required.—Write, call or 'phone.—CAMDEN MOTORS, Lake St., Leighton Buzzard. Beds. Tel. 2381 and 3115. [8280

Jaguar Cars Wanted

CMT HE CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0964

Jaguar Cars Wanted

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GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER, 1-5, Peter St. (Blackfriars 7843).

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COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6139

GATEHOUSE MOTORS are regular buyers of good clean Jaguar cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [6302

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

PRIVATE user wants 1½-litre Jaguar low mileage, good condition, for cash.—29, Norbiton Avenue, Kingston. [8470

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13, main dealers, urgently require modern Jaguar cars. —Tel. Pal. Grn. 1205/7173. [7438

URGENTLY wanted, good condition Jaguar cars.—Brown's Garage, 5 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2440

URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park London, W.2. Bayswater 0136-7-8. [1038

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SPARES and replacement engines for all models.

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24-HOUR service, Britain's leading Jeep specialists; full range of spares in stock, rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day.

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WE have pleasure in offering the following equipment designed for fitting and operating with the famous Willys Overland Jeep:—

TWO-FURROW ploughs; hydraulic lifting units and linkage; field cultivators; capstan winches; power-take-off units; belt-pulley units; hesters.

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1945 Jeeps, all types, perfect, Jeep trailers, spares, amphibious Jeeps.—Davies & Groves, 1-5, Dorset Close, N.W.1. Padd. 8345. [2901

JEEPS reconditioned throughout, 20-23 mpg guaranteed 6 months, luxurious utilities, all original spares stocked.—Metamet, 100, Belsize Lane, London, N.W.3 Hampstead 8231-2. [0527

JEEPS.—Autowork Ltd., of Winchester, England's largest Jeep stockists for Jeeps and trailers; tremendous quantities of new and used spares; literally every thing in stock.—Tel. Winchester 4834. [7975

195 gns.—Jeep Willys (registered 1947), ex-Government, hood and spare wheel, very good condition, taxed, genuine Jeep trailer available; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8407

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gearbox, water pump, etc.; new hoods, gasket sets, brake linings, etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033

JOHN BURLEIGH (AUTOMOBILES), Ltd., offers the new and improved Burleigh utility on reconditioned and specially lengthened Jeep chassis; early delivery; also long-chassis Jeep truck; standard Jeeps and all spares; full particulars on request; 38-page instruction manual for the Jeep, price 30/-.—13, Astwood Mews, Kensington, S.W.7. Frobisher 4034. [0046

Jeeps Wanted

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AUTOWORK, Ltd., of Winchester, the largest Jeep stockists for all spares and service.—Tel. Winchester 4834. [7976

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100% Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for ordinary spares service by return; commercial petrol conversions; Amphibious Jeeps; we give service.—Wick Autos, the Jeep People, 15, St. John's Rd., Hampton Wick, Kingston-on-Thames. (Tel. 4718.) [0366

JOWETT

HMBENTLEY & PARTNERS,

JAVELIN main agents.

1949 Desert Sand saloon, with red leather, mileage only 2,000.

1949 (model) black saloon, with red leather, mileage 13,000 miles.

1948 (Oct.) black saloon with red leather, 7,000 miles only.

THESE cars have been passed by our Service Department and are guaranteed by us for 6 months.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [8500

MANN EGERTON & Co., Ltd., offer:—

JOWETT Javelin saloon, November, 1948, black with red leather, radio, under 7,000 miles; immaculate condition.

14, Berkeley St., W.1. Regent 2073. [7991

JOWETT Bradford de luxe, positively as new, small mileage; £500.—Buntings, Harrow 1908. [6858

1940 Jowett 8 saloon; £325, or 30 monthly instalments of £13/2/2.—The Cooden Engineering Co., Bexhill. Cooden 600. [7061

69 gns.—Jowett 1934 model 7hp tourer, black; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [8382

1949 (January) Jowett Javelin, golden sand, red leather upholstery, arm rests, Smith's air-conditioning, windscreen demisters, heater, negligible mileage, equal to new, guaranteed for 3 months.

MESSRS. ENGINEERING STORES & SERVICES, Fire Protection Engineers, Cumberland Rd., Bristol. [6360

Jowett Cars Wanted

HMBENTLEY & PARTNERS.

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [7725

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

WE require Jowetts, Javelins and Bradfords.—Russells Garages, Ltd., Medway St., Chatham. Tel. Chatham 3683. [7934

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3130

Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's, Jowett Agency, Harrow 1908.

CROYDON.—Godfreys, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 3641. [0465

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7988.) [9247

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service. [0759

KAISER FRAZER

PHILIP RICKARDS, Ltd., offer:—

1949 model Kaiser 4-door sedan, black with fawn cloth upholstery, fitted heater, radio, spotlamps, mileage 622 only since new.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8242

LAGONDA

GUY SALMON AUTOMOBILES offer:—

1937 Lagonda 4½-litre saloon; this car must be one of the finest specimens of this famous make available, condition is such that the car must be seen and tried to be appreciated; price £750.—Portsmouth Rd., Thames Ditton, Emberbrook 4343. [7475

1939 Lagonda V.12 drop head foursome, superb condition, completely overhauled, over 100 mph; £1,100.—Box 183. [7025

BARTLETT.—Lagonda 12-cylinder short chassis sports saloon just reconditioned by makers, superb condition; £1,350.—27a, Pembridge Villas, W.11. Bayswater 0523. [5091

495 gns.—Lagonda 1936 4½-litre sports tourer, cream, green leather, wheel discs, tonneau cover, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Lagonda 1934 4½-litre 4-door pillarless saloon, black, sliding head, fawn leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8383

LAGONDA

LAGONDA 2-litre, 1931, beautiful condition, property of enthusiast, 100% reliable; following are new: brake linings, 5 tyres, hood, tonneau, sidescreens, battery, magneto rebuilt, handbook; £275.—Vig. 2303. [8476

1937 Lagonda 4½-litre sports saloon, in really exceptional condition, coachwork by James Young in maroon, 3,200 miles since £450 overhaul by Lagonda, enthusiast's car.—Full details from Box 1993. [7935

DAVIES MOTORS, Ltd. (managing director, J. E. Davies 20 years' service manager to Lagonda, Ltd.), offer: 4½-litre Rapide saloon, 1935 16/80 drop head coupe and saloon, etc.—273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. [0287

Lagonda Cars Wanted

BARTLETT always buys 12-cylinder Lagondas.—27a, Pembridge Villas, W.11. [1069

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946

CASH immediately for good Lagonda.—H. R. Edwards, 154 Gt. Titchfield St., W.1. Langham 0012. [8169

BROOKLANDS OF BOND STREET, Ltd., have new and used cars in stock and are always interested to have details of any Lagonda cars for disposal.—Mayfair 8351-6. [0329

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of all pre-independent models; details upon request.—273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562.

WE are open on Saturday mornings when prospective customers will be welcomed at the works. [0217

LAMMAS GRAHAM

ACLAND & TABOR, Ltd., offer:—

1938 Lammas Graham d.h. coupe, body by Charlton Carriage, late property of the managing director of Lammas Graham Cars, works maintained throughout, 5-90mph in top gear with exceptional economy; £625.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [7996

£445!—Lammas Graham supercharged 26hp four-some drop head coupe, with specially designed coachwork by the Carlton Carriage Co. and a particularly outstanding example of handbuilt craftsmanship, finished in black with chromed motifs and accessories, and upholstered in finest quality Conolly hide with centre armrest fitted to front seats, polished mahogany door fillets, faultless panelling, and whole interior in magnificent condition; of the car's mechanical qualities there can be no doubt whatsoever, and although local roads are not suitable to test all-out performance, satisfactory trial and demonstration of this 100mph model will be given to genuine prospective purchaser; equipped with p100 head lamps, twin Lucas passlights, special maroon and chrome discs, low consumption parking lamps, 5 almost brand new tyres and host of other accessories, this scarce and most desirable drop head, which originally cost with extras well over £700 pre-war, must be seen and driven to be properly appreciated.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. Showrooms open 6 days per week. Write for 18-page list of over 250 fully guaranteed used cars, easy and confidential hire purchase facilities, part exchanges; free delivery of any car anywhere in the United Kingdom. Near main line L.M.S. Station, frequent service from Euston and Watford takes only 50 mins. or from Coventry, Birmingham, Oxford, Cambridge, Nottingham, and the North direct via Bletchley. By road only 2 miles off main A.5 Watling Street. Fares refunded in full to purchasers. [7732

LANCHESTER

STRATSTONE, Ltd., the Lanchester Specialists offer

1947 Lanchester 10hp saloon, black with brown leather, 6,000 miles, as new; £925.

1939 Lanchester 14hp saloon, black with brown leather; carefully maintained; in most attractive order; £495.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [7962

CHARLES RICKARDS, Ltd., the house of standing and repute.

1937 Lanchester 14hp saloon, black, low mileage, engine just overhauled, exceptional condition; £350.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [7919

1938 Lanchester 11hp 4-door saloon de luxe, black, blue leather, new tyres, excellent condition; £385.—Vandervelle, 215, Haverstock Hill, N.W.3. Primrose 4441. [6540

LANCHESTER 10, blue with blue leather, first registered September, 1948, 4,700 miles only, unblemished.—Kennings, St. John St., Lichfield. Tel. Lichfield 3314. [8491

195 gns.—Lanchester 10 (Dec., 1934) de luxe 4-door saloon, black, sliding head, brown leather, preselector, good tyres, spare unworn, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Lanchester Roadrider 1937 14hp de luxe 4-door saloon, blue and black, sliding head, blue leather, preselector; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8384

£195!—1936 Lanchester 12 sports saloon, quite a nice example of really high-class coachbuilt workmanship, sound coachwork, not knocked about, really clean leather interior, runs remarkably well with sustained oil pressure, whole car free from rattles, very good tyres; special opportunity.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Showrooms open 6 days per week. Over 250 fully guaranteed used cars in stock. Write for 18-page list. Easy and confidential H.P., part exchanges. Free delivery of any car anywhere in the United Kingdom. Near main line L.M.S. Station, frequent trains from Euston and Watford take only 50 minutes. Or by road just under 4 miles from the main A5 Watling Street. [8273

LANCHESTER

LANCHESTER 1937 Roadrider 4- to 5-seater sun roof saloon, only one most particular owner since new and maintained in a really exceptional condition throughout, total mileage 38,000, under 600 miles since engine resleeved, reground crankshaft, new mains and big ends, original finish, very clean, all chromium like new uses no oil, the performance is everything that can be desired, and would not fail to please the most fastidious owner requiring a thoroughbred; 100% thoroughly reliable, attractive, economical car, definitely as per maker's original specification when new, taxed, 300 miles trial and free delivery, also photo to genuine enquirer; an absolutely genuine honest car; sacrifice, £250.—1. Bentley Rd., Manchester, 21. Chorlton 1288. [8467

Lanchester Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

CASH immediately for good Lanchester.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [8181

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947

Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service, Kidderminster Rd., Croydon 5775. [0689

LANCIA

LANCIA 1938 (June) Aprilia maroon saloon, good order, taxed, 35 mpg, all basic, owner going abroad.—White House, Balcombe (355), Sussex. [8461

APRILIA, 1939 (Oct.), 33,000 miles, extras, radio, heater/charger, telecontrols, new tyres, in leather, taxed, looks 1949; £750; seen Manchester.—Box 2117. [8515

JOHN S. TRUSCOTT, Ltd., usually have several Lancia Aprilia and Augusta cars in stock; only first-class examples are offered.—173, Westbourne Grove, W.11. Bays. 4274. [8218

1939 (late) Lancia Aprilia saloon, one previous owner, £300 spent recently, including new engine and respray in metallic gunmetal, has since been fitted with Fram, hand-controlled rad. shutters, thermometer, etc.; this car is definitely as new throughout; £750.—677, Hertford Rd., Enfield, Middx. [8472

ARDEA, regd. 1948, believed only specimen in the country, a miniature Aprilia, cellulosed bronze, pigskin hide upholstery, twin Windtones, new British Zenith & Virdik giving over 70 mph, 40 mpg, superb performance and road holding, new Michelin R.L.P. tyres; £750.—Derrington, 159, London Rd., Kingston 5621-2. [7404

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0343

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancias.—173, Westbourne Grove, W.11. Bays. 4274. [8224

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc. etc.

LA SALLE

OVERSEAS CARS, Ltd.

1938 La Salle saloon, black/grey cloth upholstery, excellent condition both mechanically and in appearance, recently rebored, taxed for year; £550.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge S.W.3. Tel. Kensington 7475. [7353

LEA-FRANCIS

CHARLES FOLLETT, Ltd., Sole Distributors, London and Home Counties offer:—

1949 Lea-Francis 14hp Mk. V streamlined saloon, black, beige leather, H.M.V. radio, heater, 1 owner, 11,000 miles, B.M.T.A. permission to sell.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [8021

1947 Lea-Francis black saloon, red upholstery, excellent condition throughout, new tyres; what offers?—Box 1947. [7819

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores—

12, Wellesley Ave., W.6 Riv. 1413. [8983

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8370

LINCOLN-ZEPHYR

1938 (Sept.) Lincoln-Zephyr saloon, exceptional condition, fitted radio, heater, overdrive and many other extras; £425.—Michael Motors, Ltd., Norbury Ave., S.W.16. Pollards 6098. [8617

LLOYD

395 gns.—Lloyd (Sept., 1948) 650 sports Roadster, silver grey, red upholstery, latest type aluminium cylinder block, independent suspension, steering column gearchange, one careful owner, 9,500 miles, exceptional condition, cost £480; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8385

MERCEDES-BENZ

MERCEDES-BENZ (GREAT BRITAIN), Ltd., offer:—

TYPE 290 23hp cabriolet B, right hand steering, blue with pigskin leather upholstery, excellent condition; offers.—Victoria 8715. [5361

295 gns.—Mercedes-Benz 1934 26/80 short chassis Mannheim sports drop head coupe, maroon, leather upholstery, rear luggage trunk, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8386

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN) Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [5105

M.G.

SM offer:

1939—M.G 12hp 1½-litre open four-seater, colour black with red leather upholstery; this car is in superb mechanical condition and has been maintained throughout in first-class order, it has travelled a low mileage only since new and would be of great interest to anyone requiring a high quality pre-war car.

STAR MOTORS, Shepherds Hill, Reading. Sonning 2345/6. [9671

OVERSEAS CARS, Ltd.

1939 2-litre M.G. saloon, very carefully maintained, excellent condition; £495.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [7352

WOODBAIN CARS offer:—

£220.—M.G. 12hp 1936 N-type Magnette open 4-seater, a real beauty, fast and yet reliable.

£165.—M.G. 12hp Magnette open sports 4-seater, black and red, good hood and screens, excellent tyres, exceptionally fast and smart car.

£125.—M.G. 12hp sportsman's 4-seater coupe, polychromatic silver grey, respraved recently, rechromed, rewired, new tyres, special Newton shockers, bargain.

MANY other M.G.s in stock.—Woodbain Cars, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [8228

CHARLES RICKARDS, Ltd., the house of standing and repute.

1937 M.G. T type sports 2-seater, red, recent complete overhaul, faultless condition; £350.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [7920

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 8291. [8297

1939 M.G. 2-litre saloon, black, fitted radio, excellent condition throughout; £485.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6694

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348.

M.G. T.A. type 2-seater sports; £295.—Fogg & Young Motor Co., Ltd., 951-961, Garratt Lane, Tooting, S.W.17. Tel. Balham 2474 (4 lines). [7574

£105.—J2 M.G. Midget, 1933, excellent mechanically, 3 new tyres, body needs tidying and spraying.—31, Cloisters Ave., Bromley, Kent. [8126

WALTER SCOTT, Ltd.—1935 Model M.G. P-type 2-seater, black, excellent condition; £245.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [8274

1939 1½-litre M.G. Tourer, excellent condition, bodywork needs attention; £350.—Le Grice, Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [7941

HILLWOOD MOTORS.—1946 M.G. T.C. model, low mileage, fine example of famous sports car; £485.—565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill 4232. [6776

1936 M.G. 9hp P.B. model, open 4-seater, in exceptional condition, full petrol; £245.—Pittin, 34, Eastbourne Gardens, East Sheen, S.W.4. Prospect 5455. [8601

1937 (Late) M.G. 1½-litre sports, black, 4-seater tourer, in perfect condition; £300 or best offer.—K. Coup, 17, Friern Mt. Drive, Whetstone, N.20. Hillside 4779. [7936

M.G. 1949 T.C. sports model, guaranteed perfect condition, privately owned and under 10,000 miles.—Offers to T. R. Palmer, Crowtree Lane, Louth, Lincs. Tel. Louth 471. [8464

1947 M.G. T.C. model 2-seater tourer, finished black, in excellent condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [6579

1946 (Nov.) M.G., type T.C., black, red leather, very low mileage, in 1950 condition throughout.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exchange). [8192

115 gns.—1932/3 M.G. 8hp 2-seater sports, recond. engine, good appearance, any trial.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 3117. [8127

185 gns.—1935 M.G. 12hp 4-door sports saloon, really excellent condition, any trial.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 3117. [8128

525 gns.—M.G. Midget (Oct., 1946) 11hp T.C. 2-seater, black, green leather, good tyres, small mileage, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G. Midget 1936 P.B. 2-seater, with 8hp P.A. engine, duo-red, red leather, rebored, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8387

1947 M.G. 1¼-litre saloon, fitted supercharger, radio, special shock absorbers, etc., in immaculate condition throughout; £850.—Welwyn Service Depot, Great North Rd., Welwyn Garden City, Herts. Hatfield 2467. [8506

NAYLOR & ROOT, Ltd.—1947 M.G. TC 2-seater, black, red hide upholstery, 12,000 miles, excellent performance; £545; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [8251

M.G.

M.G. 1938 2-litre saloon, green with silver wire wheels, knock-on hubs, complete engine overhaul April, 1949, by makers and maintained generally at engineering works, tyres almost new, carefully driven; may be seen by appointment Yorkshire; £425.—Please write Box 1979. [7866

1938 1½-litre M.G. drop head coupe foursome, approx. mileage 26,000, a real specimen car, almost indistinguishable from new, unscratched, tyres as new, complete tools; real bargain, £485.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riverside 2837-8. [8047

1939 M.G. 1½-litre 4-seater tourer, grey with red leather, 4 new tyres, watertight hood and side screens, 2 spare Brooklands screens, full set tools, new Newton shock absorbers, new prop-shaft and universals, top speed 70mph.—Write offer to P. Daykin, 10, Lowndes St., London, S.W.1. [8527

£425.—1938 1½-litre M.G. drop head coupe, cellulose duo-green with green leather interior, fitted new beige hood and lining; this attractive car is in immaculate condition, engine and chassis 100%, and all tyres as new; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [8341

TANKARD & SMITH, Ltd., offer 1939 M.G. 1½-litre Tickford foursome coupe in black with red leather, coachwork and interior above average condition, mechanically sound, any trial or examination; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., Chelsea, S.W.3. Tel. Flaxman 4801/2/3. [7983

£285.—1936 M.G. Magnette 2-seater, a specimen car, finished in red cellulose, red leather interior, new hood, sidescreens and hood cover, all plating as new, extras include aero screens, spotlamps, etc.; engine in 100% condition and fitted special large bore carburettors; performance of this car well above average of its type; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [8340

M.G. Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted; must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643

GATEHOUSE MOTORS are regular buyers of good clean M.G. cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [8303

URGENTLY required, good pre-war M.G.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [8178

POST-WAR M.G. required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0645

URGENTLY required, low mileage 1947-8 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7243

MAYFAIR GARAGES, Ltd.—Baiderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js, Ps and Ts for cash 'Phone or write for buyer to call. [7447

JOHN S. TRUSCOTT, Ltd., urgently require 1938 and 1939 1½-litre M.G. saloons and drop head coupes; also post-war 1¼-litre saloons.—173, Westbourne Grove, W.11. Bays. 4274. [8227

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

M.G. Spares and Service

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

FOR M.G. mudguards, running boards, 1933/46.—Brooks, 85, Queens Rd., Brighton. [0383

MILL GARAGE (W. JACOBS & SON), Chigwell Rd., E.18. Wan. 0660. M.G. spares and service. [0486

M.G. spares, vertical drives, rockers, valves, springs, road and steering wheels, chromium tubular luggage grids, aeroscreens, 2-litre M.G. gear box, front and back axles, road wheels and tyres, wings and bumpers.—V. W. Derrington, Ltd., 159, London Rd., Kingston 5621-2. [5151

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for type P J, T and L, and N Magnettes; exchange service dynamos, starters, crankshafts, with rods, gear boxes, brake shoes, vertical drivers, rockers, stock sleeves, rocker bushes, rocker shafts, valve guides, springs, valves and gaskets, with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 21, St. John's Rd., Richmond, Surrey. Richmond 5888. [0349

MORGAN

495 gns.—Morgan 4/4 (Sept., 1946) Le Mans special super sports 2-seater, green, green leather, cycle-type wings, outside exhaust, small mileage, good tyres, spare unworn, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

325 gns.—Morgan 4/4 1939 (reg. 1940) 10hp sports 2-seater, red, black leather, 2 spare wheels, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8388

1939 Morgan 4/4 drop head coupe, attractively finished in blue with black wings, Coventry Clamox engine in 100% condition, a car for the enthusiast which will give fast but safe driving at economical running costs, unrepeatable bargain; £335.

M.B. MOTORS, 336, New Cross Rd., London S.E.4. Tideway 3779. [6459

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

Morgan Cars Wanted

CASH immediately for good Morgan.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8170

RAYMOND WAY, the hire-purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd. Kilburn. N.W.6. Maida Vale 6044 (10 lines) [3131

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Rov. Ltd. 161, Gt Portland St., W.1. Langham 7735. [0514

MORGANS.—All available spares in stock.—F. H Douglass Morgan Specialist. 1A, South Ealing Rd. Ealing. W.5. Eal 0570 [0728

MORRIS EIGHT

CAR MART, Ltd.

1948 Morris 8 4-door saloon, 700 miles; £625.

1949 Morris Minor saloon, 7,000 miles; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8354

H. A. SAUNDERS, Ltd., offer:—

1947 Morris 8 saloon de luxe, 3,000 miles only; £545.

1948 Morris 8hp 4-door saloon, radio, 7,000 miles; £595.

1948 Morris Minor saloon, 6,000 miles; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd. North Finchley (100yds north of Tally Ho! Corner) Hillside 0024. [8111

PALMERS MOTORS, Ltd., offer:—

1946 Morris 8 saloon; £425; also 1936 Morris 8 4-seater tourer, new engine recently fitted, excellent condition; £225; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890, 7087. [8556

WEMBLEY COURT MOTORS offer:—

1948 Morris 8 4-door saloon, fitted with radio; this car is indistinguishable from new, inspection and trial invited; £575.—High Rd., Wembley, Arnold 5221-2. [6003

CHARLES RICKARDS, Ltd., the house of standing and repute.

1948 (July) Morris 8 4-door saloon, black, brown leather one owner, genuine mileage 3,100, faultless; £595.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube station). Tel. Paddington 1820. [7916

1939 Morris 8 2-door saloon; £275, tax paid 1950, engine just overhauled.—Kemsley, 26, Drummond Rd., Worthing. [7932

1948 Morris 8 4-dr. sal., black-brown, 3,000 miles. —Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [7895

1948 (November) 8hp Morris 4-door saloon, 3,600 miles; £575.—Gavin Fairfax, Ltd., Virginia Water. Wentworth 3154. [8583

1948 Morris 8 4-door sun saloon, genuine mileage 3,000 only, as new.—Wards of Putney, 72, West Hill, S.W.15. Put. 7422. [3796

1937 Morris 8 2-door sun saloon, black/red, very clean; £250.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exchange). [8194

1948 Morris 8 2-door saloon, almost as brand new, under 10,000 miles; £525.—Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7702

1946 (April) Morris 8hp saloon, one owner, in excellent order throughout; £395.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [7334

1949 late type Morris 8 saloon, as brand new, mileage negligible; offers wanted.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7700

1948 Morris 8 saloon, beige and black wings absolutely immaculate, only 3,400 miles, taxed; £585.—Tel. Smith, Holborn 2406 business. Kingston 9714 private. [7858

£345 gns.—Morris 8 1939 de luxe 4-door saloon, black, sliding head, blue leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Morris 8 1937 model tourer, green and black, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8389

1948 (Aug.) Morris 8hp 4-door saloon, black, 12,000 miles, perfect; £525.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7242

1948 Morris 8 4-door saloon, mileage 5,994, one owner, car as new, tool kit unused; £550.—Midland Motor Co. (Bedford), Ltd., 92, Midland Rd., Bedford. Tel. 4144. [7215

£550.—1948 (Nov.) Morris 8 de luxe saloon, 5,000 miles as new.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8234

280 gns.—1939 Morris 8 tourer de luxe, any trial, immaculate condition.—G.P. (Balham), Ltd., 2C, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [4174

1946 (late) Morris 8hp saloon, perfect condition.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7505-2334-3526; works and service station, Mare St., Hackney, E.8. [7458

215 gns.—1938 Morris 8 sports tourer, new hood, easyclean wheels, good tyres, fast and economical; deposit £75.—George Clarke Motors, Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [8530

MORRIS 8 saloon, 1948 one owner, low mileage, dark green upholstered hide, several useful extras; £585.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [8075

1946 Morris 8hp 4-door saloon de luxe, black, brown leather upholstery, 23,000 miles, one owner, very carefully looked after and maintained; £435.—Walton-on-Thames Motor Co., Ltd. Walton 200. [8212

MORRIS 8 saloon, 1949, 541 miles only, black with brown upholstery, faultless and unblemished, guaranteed; 599gns.—Highly recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [8076

MORRIS EIGHT

£345 Morris 8 1939 4-door saloon, appearance equal to new, excellent mechanical condition, choice of 2.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [7901

Morris Eight Cars Wanted

C
M

THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. [0967

POST-WAR Morris 8 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0846

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0976

JACK ROSE, Ltd., require low-mileage Morris cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7675

BANSTEAD ROAD GARAGE urgently require 8hp post-war Morris cars in good condition.—Carshalton, Surrey. Vigilant 3341. [5913

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS Minor '48-9, by private individual for immediate cash, or one with B.M.T.A. permission to sell, accepting balance of covenant.—Wood, 17, Sherbourne Rd., Acocks Green, Birmingham, 27. [8442

MORRIS TEN

CAR MART, Ltd.

1948 Morris 10 saloon, 5,000 miles; £745.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8355

H. A. SAUNDERS, Ltd., offer:—

1948 Morris 10hp saloon, 11,000 miles; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner). Hillside 0024. [8112

PHILIP RICKARDS, Ltd., offer:—

1948 Morris 10 saloon, 3,900 miles, one owner, as new.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8239

WEMBLEY COURT MOTORS offer:—

1938 Morris 10 saloon, black, completely reconditioned throughout, recellulosed, in really superb condition; £350.—High Rd., Wembley. Arnold 5221-2. [6001

1948 Morris 10 saloon, 4,000 miles.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [6457

1947 10hp saloon de luxe, black, brown leather, perfect.

HAMILTON MOTORS (LONDON) Ltd., 466-490, Edgware Rd., W.2. Paddington 0022. [7979

10hp Morris de luxe saloon, 1939 model, in black; a really genuine car; £325.

WADCOL MOTORS, 150, West End Lane, N.W.6. [7893

1948 Morris 10hp de luxe saloon, green, 10,000 miles, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [8153

1947 (August) Morris 10hp, 10,000, black, perfect condition; £585.—41, Revell Rd., Kingston (2568), Surrey. [7929

1947 Morris 10, 11,000 miles, radio, as new; £645. —Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [4114

1937 Morris 10, new engine, new tyres; £265.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8045

1948 Morris 10 saloon, green with brown interior, indistinguishable from new, chauffeur maintained; £695.—Robbins, East Putney. Tel. 4581. [8581

GORDON CARS (LONDON), Ltd.—1948 Morris 10 saloon, black/brown leather, low mileage, as new.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [8004

1947 (Aug.) Morris 10 sun saloon, black, brown leather, excellent condition; £595.—Dobson's, Ltd., Morris Agents, Staines, Middlesex. Tel. 801. [8160

MORRIS 10 saloon, 1948, 12,000 miles, one owner, exceptional condition; £695.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [8077

1948 Morris 10 sunshine saloon, in immaculate condition; doctor's car, 20,000 miles; £650. —Cottenham Park Garage, Ltd., 112, Coombe Lane, Wimbledon S.W.20. Wim. 3078. [8553

1948 (Dec.) Morris 10hp saloon, green, brown hide, 2,000 miles, new condition; £750; exchanges; deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [8219

1939 Morris 10 saloon, one owner, original log book, believed genuine, 14,000 miles only since new, an almost perfect car and represents far better value than a poor 1946 model at a similar figure; £475.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [7965

Morris Ten Cars Wanted

C
M

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. [0968

GATEHOUSE MOTORS are regular buyers of good clean Morris 10 cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [8306

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube) Hampstead 6041 [0977

Morris Ten Cars Wanted

1939 48 Morris 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232. [5152

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5663

MORRIS TWELVE

H. A. SAUNDERS, Ltd., offer:—

1948 Morris Oxford 13.4 saloon, radio, heater; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [8113

£250.—Morris 12 special coupe, immaculate throughout.—Value Cars, Ltd., 362 Upper Richmond Rd., East Sheen. [8148

245 gns.—Morris 12 1937 series II de luxe 4-door saloon, black, sliding head, maroon leather, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Morris 12 Oct., 1935, series II de luxe 4-door saloon, green and black, sliding head, green leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8390

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0978

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5842

MORRIS FOURTEEN

265 gns.—Morris 14 1937 Series II 4-door saloon, black, red upholstery, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8408

MORRIS SIXTEEN

WEMBLEY COURT MOTORS offer:—

1936 Morris 16 saloon, blue and black, in splendid condition throughout, any trial; bargain, £225.—High Rd., Wembley. Arnold 5221-2. [6002

1937 Morris 16 special sportsman fixed head coupe, black with brown leather upholstery, tyres almost new, engine exceptionally good; three months' written guarantee; £250.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15 Rodney 2051. [8201

MORRIS EIGHTEEN

1936 Morris 18 saloon, super cond.; £130.

X.L. Service Station, Kingston Vale, S.W.15. Kin. 8333. [8331

175 gns.—1937 Morris 18 de luxe saloon, in excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [8344

MORRIS OXFORD

TOM GARNER, Ltd., offer:—

1949 Series Morris Oxford saloon, green with beige leather, 2,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7906

1949 Morris Oxford saloon, mileage 3,000, trade enquiries welcomed; £935.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [8207

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3 [0379

JARVIS & SONS, Ltd., offer: 1948 Morris 10 de luxe, low mileage, £695; also 1947 (November) £625; also 1946 (November) Morris 8 4-door, good tyres £495. —Morris House, Morden Rd., S.W.19. Liberty 4958 [7651

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0108

Morris Miscellaneous Cars Wanted

R
S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

SELL your Morris to us, good cars urgently wanted, all models.—Offord, 67, George St., W.1 Wel. 6899. [6572

CASH immediately for good Morris.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8171

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Morrises, all models.—Popesgrove 1035. [1593

URGENTLY wanted, good condition Morris cars.—Brown's Garage 3 minutes Loughton Tube Station, 199, High Rd., Loughton Essex. Loughton 4119 [1932

Morris Spares and Service

FOR Morris mudguards, running boards, 1930/46.—Brooks, 85, Queens Rd., Brighton [0384

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Morris owners. —Mayfair 5242. [0869

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd. Sales Service and Spares. Blindley Heath Garage, Nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0113

Opel Cars Wanted

BRAY MOTORS purchase Opel and other makes.—180, West End Lane, N.W.6. Ham 6490. [1574

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237 Brixton Hill, S.W.2. Tul. 5664. [6099

Opel Spares and Service

REPAIRS, spares, engine, front suspension, carburettor, water, oil pump exchange service.—Primrose 2647. 10, Winchester Mews, N.W.3. [0243

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.9. Bri. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Woodside Rd., Southbourne, Bournemouth. Tel. Southbourne 327 and 160 [4477

PACKARD

CAR MART, Ltd.

1939 Packard Super 8 7-seater limousine, 5,000 miles; £1,795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8356

R. C. MORTLAKE offers:—

1937 Packard Super 8 7-passenger Pullman limousine, small mileage, black, immaculate.—253, Kensal Rd., W.10. Ladbroke 3155. [9457

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Packard 8 Clipper de luxe, right hand drive.

1939 sedanca de ville 32.5 hp Super 8 de luxe, very low mileage, special English body, an outstanding car.

1939 Packard Super 8 de luxe limousine, privately owned.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [7371

1939 Packard limousine, 42,000 miles, practically as new.

1938 Packard 5-passenger saloon, exceptional condition.

1936 Packard limousine privately owned, exceptional condition.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [7369

1939 Packard 7-seater limousine, 15,000 miles only.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [7969

1939 Packard 8 foursome drop head coupe, laid up 4 years, perfect, privately owned.—Apply Leigh-on-Sea 78208. [8471

1938 (reg. 1940) Packard Super 8 saloon; £495.—Montroe Motors, 91, Epping New Rd., Buckhurst Hill. Buc. 5175. [7664

1936 Packard super 8 limousine, one owner, 60,000 miles, in perfect condition; £795.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1623

1937 Packard 8 saloon, in excellent condition; £275.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. barracks), N.W.1. Tel. Euston 6507 and 1520. [5226

A SELECTION of approved late model Packard cars is offered by the sole concessionaires, Messrs. Leonard Williams & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

CENTRAL GARAGE, Croydon, offer 1938 Packard 120 drop head coupe, black, fawn hide upholstery, fitted P100 head lamps, demisters, radio; £585.—Central Garage. Tel. Croydon 7464. [5064

57 hp V.12 1938 Packard saloon, with division, late property of famous nobleman, only run 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8061

PACKARD 12-cyl 7-seater coachbuilt convertible limousine, landau top by Brunn of Buffalo, 1939, one owner, condition as new, especially designed for comfortable Continental touring; £700.—Box 2077. [8511

1937 Packard 33hp saloon with occasionals, a beautiful car, exceptional condition, internally, externally and mechanically; chauffeur kept, one of three cars; £500.—Wood, 11, Mill St., Maidstone, Kent. [7050

395 gns.—Packard 8 1937 model 34hp 2/4-seater convertible coupe, gunmetal, grey leather, radio, unworn tyres, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8391

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [3377

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [9834

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. [0469

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [4331A

PARTRIDGE-WILSON

UNAFFECTED by petrol rationing, Partridge-Wilson electric drop head coupe, beautifully made, mileage 5,000, complete with charger, all batteries new, perfect for shopping and medium journeys, looks practically new; £300.—The Grange, Bredon, Tewkesbury. (Bredon 366.) [8452

PEUGEOT

GUY SALMON AUTOMOBILES offer:—

1939 Peugeot 402 17hp 4-cylinder saloon, 20,000 miles from new, ultra modern streamlined body, fitted Cotal electric gear box, the scintillating performance, suspension and steering of this amazing car must be tried to be appreciated; £475.—Portsmouth Rd., Thames Ditton. Emberbrook 434. [7478

PLYMOUTH

1949 registered Plymouth with mouth-organ front, right-hand drive, immaculate condition inside and out, perfect mechanical order, paintwork light blue and grey, looks in new condition, upholstery unmarked; £1,250.—Simpsons Motors, American Car Specialists. Tel. Wembley 3903. [7380

PONTIAC

1939 Pontiac 6 saloon, 35,000 miles, excellent condition.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8062

PONTIAC

1939 Pontiac drop head coupe, maroon, steering column gear change, bargain; £375.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. barracks), N.W.1. Tel. Euston 6507 and 1520. [5225

RACING CARS

ALTA 1938 S/C 2-litre perfect condition, full details from—Noel Carr, Ullenhall, Henley-in-Arden. [7031

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

SINGLE-SEATER light alloy body, very similar to E type E.R.A., perfect condition, extra large fill tank; £65; can be fitted if required.—Walter White, Engineers, Ltd., 5/6, Malvern Mews, N.W. Maida Vale 8258. [8529

A MILCAR 6-cyl. V. J. Hern offers his well-known Finch sports-cum-racing car for sale, car maintained by Owen Finch, just checked over by him and ready for next season's competitions, full sports and racing equipment, whole in superb order; nearest offer to £750; consider exchange modern saloon.—Hern, South Croydon Motors, 444/6/8, Brighton Rd., South Croydon. Uplands 8629. [2904

SPEEDSTERS, Ltd.—4.9 Bugatti single seater, twin supercharger, twin carburettors, twin camshafts, straight 8, built 1939 by Hassan, cost exceeded £5,000, new ultra-modern chassis with independent suspension front and rear, Hiduminium body, Lockheed hydraulic aircooled brakes, recently stripped right down and tuned by Louis Giron, reputed output 525 bhp, maximum speed approaches 200 mph; reasonable offer considered.

SPEEDSTERS, Ltd.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [8092

RAILTON

£395.—1938 Railton 17hp black saloon, faultless runner, clean condition, new tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8571

295 gns.—Railton Oct., 1936, 29hp straight 8 foursome drop head coupe, black, grey leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

FOR sale, 1938 Railton drop head coupe, in excellent mechanical condition, capable of 100 miles per hour, recently resprayed black and radiator rechromed, tax and insured; £325.—Apply 279a, Finchley Rd., N.W.3. Tel. Ham. 3540. [7029

245 gns.—Railton 1937 model 29hp straight 8 Cobham 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8392

1947-1934 28hp saloons and coupes, free replacements; fair prices; square dealing; overhauls, painting, test repairs; exchanges, purchases, easy terms.—Guaranteed Cars (proprietor Major J. P. S. Barber), 65 Linden Gdns., W.2. Bayswater 6753. Works: Brixton 1652. [5814

1935 Railton drop head foursome coupe, immaculate condition, mechanically perfect, coachwork perfect, exceptional car, fitted radio, spotlight and other extras; car that really has to be seen to be appreciated; £335.—Simpson's Motors, American Car Specialists. Tel. Wembley 3903. [8137

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

WEMBLEY COURT MOTORS offer:—

1939 Renault 17hp saloon, black, leather upholstery, in first-class condition throughout, exceptional bargain; £295.—High Rd., Wembley. Arnold 5221-2. [2729

RENAULTS.—The following cars, with others, carry our usual guarantee service. Estab. 1909.

RENAULT 8hp saloon, 1940, reconditioned; £325.

RENAULT 1939 26hp 6-seater saloon, fine hire car; £350.

RENAULT 1935 13.9hp saloon, excellent condition; £125.

WELHAMS RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0126

1941 Renault 12, perfect; £300; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319 [8524

1941 Renault 12 de luxe saloon, perfect, guaranteed; £300; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [8152

295 gns.—Renault 8 1939 saloon, black, fawn leather, good tyres, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [8409

RENAULT 1937 17.9 convertible, one owner, black and cream, good brown hide upholstery, rebored, good tyres, spare unused, master switch, Bray electric engine heater, economical oil and petrol, taxed and insured this quarter, basic ration intact.—Longford, 174, High St., Rainham, Kent. [8458

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982

WELHAM'S RENAULT SALES SERVICE purchase all models.—Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0127

RILEY

TOM GARNER, Ltd., offer:—

1949 Series Riley 1½-litre saloon, green with green upholstery, 2,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7909

G. W. WILKIN, Ltd., offer:—

1938 Riley Adelphi 16hp 4-cyl saloon, overdrive, radio, 5,000 miles since engine overhaul; £525.

KINGSTON-ON-THAMES. Tel. Kingston 2241. [8261

GLANFIELD LAWRENCE offers

1938 Riley saloon, black, just been resprayed; £385.—407, High Rd., N.12. Finchley 0091. [7671

RILEY

R. C. WIMBUSH, Ltd., offer:—

1946 (Dec.) Riley 2½-litre saloon, black and red leather, fitted radio, a good sound fast car, bargain; £875; instalments.—312, Earls Court Rd., S.W.5. Fremantle 8401/2. [7244

WARWICK WRIGHT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, fawn cloth, 7,000 miles; £1,495.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7494

PHILIP RICKARDS, Ltd., offer:—

1948 2½-litre Riley saloon, black, 5,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8238

GUY SALMON AUTOMOBILES, Ltd., offer:—

1938 Riley 1½-litre Kestrel saloon, one owner from new, outstanding condition; £485.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [8549

£135.—Riley 9 Ascot 2-seater coupe, 1934, new hood, taxed.

X.L. Service Station, Kingston Vale, S.W.15. Kin. 8333. [8333

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 8291. [8298

1948 Riley 1½-litre saloon, black, mileage 10,000, trade enquiries welcomed; £995.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [8208

SUSSEX specialists for reconditioned Riley cars; repairs, spares.—Lewes Motors, Ltd., Lewes.

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3. (Ham 8707) offer with 3 months' guarantee

1946 1½-litre saloon, £750; 1934 Monaco 9hp, £120; 1933 Monaco 9hp, £70; 1933 Ascot 9 drop head, £130; 1933 Gamecock, £160; 1931 9hp Mark IV tourer, £60; 1931 Monaco 9hp, £65, exchanges, terms, all spares stocked. [7669

1948 Riley 1½-litre saloon, black, mileage 10,000, really in new condition; £985.—Atkinson, Lee Green 1647. [7865

RILEY 2½-litre saloon, green with green leather upholstery, first registered 31/1/47, mileage 24,755; price £1,175.

VINCENTS OF READING, Ltd., Station Square, Reading. Tel. Reading 4204. [7034

1949 Riley 2½-litre sports 3-seater, 1,200 miles only, B.M.T.A. consent, colour maroon, perfect throughout.

KEVILL, DAVIES & MARCH, Ltd., 41-42, Hay's Mews, Berkeley Sq., W.1. [7464

1933 Riley 9 for sale, good mechanical condition throughout; no reasonable offer refused.—Tel. New Cross 4178. [8613

1948 Riley 1½-litre, black, brown leather, low mileage, condition as new.—Lindsay Garage, Kensington. Frobisher 0398. [8528

1949 (Jan.) 2½-litre Riley saloon, 7,000 miles, one owner; £1,425.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [7359

1939 Riley 12 de luxe saloon, immaculate, guaranteed; £420; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [8525

1949 Riley 2½-litre saloon, 5,000 miles, reg. Nov. 23, 1948, black; trade enquiries only, please.—Ernest Sutton, Cleeve Hill, Glos. 95. [7400

GORDON CARS (LONDON), Ltd.—1947 Riley 1½-litre saloon, black, 19,000 mls., immaculate.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [6008

22-litre Riley saloon, first registered November 4, 1948, mileage 6,900, special cellulose, perfect condition throughout; £1,375.—Dee Motors, Boughton, Chester.

1937 Riley Adelphi sports saloon, 14hp, in splendid all-round condition and fully guaranteed.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [7727

1934 Riley 9 4-str. sports, special series engine, transmission overhauled, new timing gears and screens; £210.—Stanley, 76, Bridge Cross Rd., Chase Terrace, nr. Walsall, Staffs. [8615

225 gns.—Riley 9 1935 model Kestrel 4-door saloon, black, green wheels, sliding head, leather upholstery, preselector very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Riley 9 1933 twin-carburettor special four-some drop head coupe, black, green leather, new hood, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

895 gns.—Riley 1947 (reg. Feb., 1948) 1½-litre shooting brake, 4-door 5-seater coachbuilt natural timber body, wings and bonnet finished duotone fawn, glass all round, drop tailboard, 12 sq ft interior luggage space, small mileage, very carefully used, practically new condition; terms, exchanges.—Rowland Smith, below.

175 gns.—Riley 14 1933 Kestrel 4-door saloon, black, red wheels, sliding head, leather upholstery, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Riley 15/6 1936 model 4-door Falcon saloon, black sliding head, blue leather, preselector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8393

1948 Riley 1½-litre saloon, black and green, fitted heater and radio, 9,000 miles, most immaculate; £1,050.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8436

1949 (Jan.) Riley 2½-litre saloon, black with brown leather, 5,000 miles only, 100 b.h.p. engine, the very latest type Riley, absolutely as new; £1,495.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8435

£385.—1938 Riley 1½-litre Kestrel saloon; this car is not in sparkling showroom condition but is a very sound, reliable specimen of this eminent make, definitely offered at a price well below average; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [8339

RILEY

1948 (May) Riley 1½-litre saloon in maroon, fitted H.M.V. radio, guaranteed, 11,000 miles only, as new. £1,045; 1947 (Nov.) Riley 1½-litre saloon in black, with all red leather, 9,000 miles; £945; 1947 (Jan.) Riley 1½-litre saloon, black, all red leather, 13,000 miles, perfect, £900; 1947 (April) Riley 2½-litre saloon, black, all green leather, 12,000 miles, as new, £1,060.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7240

Riley Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0963

POST-WAR Riley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0647

URGENTLY required, good pre-war Riley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [8175

WANTED, pre-war Riley cars.—Victor Gillow, 142, Holland Park Ave., W.11. Tel. Park 6736. [8510

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

JACK ROSE, Ltd., require low-mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7672

URGENTLY required, Riley Lynx, 1934-36, with crash box or early F.N.-B.M.W.—Geoffrey Luff, Maiden Bradley, Warminster, Wilts. [8447

BROOKLANDS Riley wanted, repairs not objected to provided chassis complete and price reasonable.—16, Bendish Ave., Gorleston, Suffolk. [8594

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BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Casteinau, Barnes. S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

READING.—Hewens Garages, Ltd., for Riley spares and service. Tel. 4436. [0209

PERFORMANCE CARS, 21, Daleham Mews, N.W.3 (Ham. 8707).—Service, spares, repairs, tuning. [9431

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0472

HARTLEY'S for Rileys, spares and service.—165-171 Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

RILEY service station; comprehensive stock of spares.—J. James (London), Ltd., Carker's Lane, Highgate Rd., N.W.5. Gul. 5446 [0092

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REX NEATE, Shamblehurst Lane, Botley, Southampton, specialised Riley service, large stocks of spares; prompt attention.—Enquiries to Botley 132. [8560

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RILEY distributors for 29 years.—Comprehensive list of spares; quotations and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [1258

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Riley owners.—Mayfair 5242. [0871

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JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock list of used models on request to

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1939 Wraith special H. J. Mulliner touring limousine with electrically operated division window.

1940 Wraith limousine by Rippon, face-forward occasional chairs, 19,000 miles only.

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1935 25.3hp 7-seater limousine by Rippon, face-forward occasional chairs, small mileage.

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INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1937 (first registered January, 1938) 25/30 Rolls-Royce, 4 doors, 4-light saloon by Barker, black, brown leather upholstery, 43,000 miles, in excellent condition.

1933 (May) 20/25 Rolls-Royce, chassis No. GDX27, fitted with owner saloon body by H. J. Mulliner, black and maroon upholstery, excellent mechanical condition, 92,000 miles.

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1934 Rolls-Royce 20/25 limousine by Barker; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8063

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LONDON'S leading retailers of Rolls-Royce and Bentley cars, offer the following from their carefully selected stock:—

ROLLS-ROYCE Silver Wraith razor edge sports saloon by Freestone & Webb. Ref. H.3311.

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ROLLS-ROYCE 25-30 limousine by Thrupp & Maberly. Ref. H.3402.

ROLLS-ROYCE 25-30 drop head coupe by Park Ward. Ref. H.3131.

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1938 Rolls-Royce 25/30hp 7-seater limousine by Thrupp & Maberly, 21,000 miles; £1,975.

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1937 Rolls-Royce Phantom III Sedanca limousine by Gurney Nutting, 15,000 miles; £1,575.

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ROLLS-ROYCE specialists 40 years.

PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

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1934 del. Rolls-Royce 20/25 enclosed drive limousine, face forward, by Park Ward, engine, kingpins and brakes overhauled, unrepeatable at £750.

20/25 Rolls-Royce enclosed drive limousine, face forward by Thrupp and Maberly, original and immaculate; £595.

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1935 20/25 Rolls-Royce streamlined Barker 7-seater limousine, black, large face-forward seats, one private owner, superlative order.—253, Kensal Rd., W.10. Ladbroke 3155. [2847

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OFFICIAL Rolls-Royce and Bentley retailers

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SILVER Wraith owner-driver saloon by Park Ward, finished black with maroon leather upholstery; small mileage, first registered, 1948.

24/30 close-coupled semi razor edge sports saloon by Thrupp and Maberly, finished in black and dark green with dark green leather upholstery; moderate mileage; first registered May, 1938.

PHANTOM III saloon with division by H. J. Mulliner with face-sideway seats, black with grey leather upholstery, first registered 1937.

PHANTOM III owner-driver razor edged sports saloon with division by H. J. Mulliner, finished black with blue leather to front and grey cloth to rear, mileage 38,000; all modifications carried out; first registered Oct., 1937.

AUDLEY HOUSE,

NORTH Audley St., W.1. Mayfair 5242. [8099

GEORGE NEWMAN & Co. offer:—

1934 Rolls-Royce Phantom II short chassis four-some drop head coupe, riding control, radio, excellent condition; £850.

ANY trial and examination at:—

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1932 Rolls-Royce 7-seater limousine, in most exceptional condition; £550.—Bells Service Garage, 144 London Rd., Kingston-on-Thames, Kingston 1185. [8431

ROLLS-ROYCE

MASCOT MOTORS, Ltd., offer the following:—

1936 25hp Windover limousine, one owner.

1935 40/50hp T. and M. special continental sports saloon.

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1933 (Oct.) 25hp Park Ward drop head foursome coupe.

1932 (Aug.) 25hp H.J.M. close coupled sports saloon.

1930 25hp Hooper limousine, leather throughout.

1929 (Nov.) 20hp Windover drop head foursome coupe.

1928 (Nov.) 20hp Park Ward 4-light saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

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1939 Replica owner driver saloon on 1933 25hp chassis, extremely modern appearance, exceptionally good chassis; £1,275.

1937 Phantom III chassis only, 25,000 miles only, taxed £10; £870.

PHANTOM I 40-50 Hooper limousine, face forward seats, very clean inside and out, smart and imposing car, ideal for undertaker or private hire; £240.

ALL above guaranteed 12 months.

COMPTON, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [8502

1934 Rolls-Royce 25hp Park Ward saloon, paintwork and upholstery perfect, mileage 35,000.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [7341

WRAITH 1939 Hooper de luxe partitioned 30hp Limousine, electric partition, widest occasionals black, six wheels, discs, mileage negligible, delightful condition. Below.

SPORTSALOON Magnificent Phantom III owner-driver, partition, capacious boot, most desirable Hooper Coachwork produced, unquestionable condition. Seen:-Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [8321

1927 20 Barker openable saloon engine, body, equipment in good order, 82,000 miles; seen London; £385.—Wilson, Malt House, Eynsford, Kent. Farningham 3193. [7937

1939 Rolls-Royce Wraith 7-passenger limousine by Park Ward, 16,000 miles only, condition as new throughout, available immediately.—Grose, Ltd., Northampton. Tel. 2111. [5817

CYRIL SHEPPARD offers 1935 Rolls-Royce 25-30 Park Ward saloon, black with grey leather, swept back, discs, spotless throughout; exchanges; finance.—Riseley, Berks. Reading 83147. [8605

ARCHIE SIMONS & Co., Ltd.—1931 Rolls-Royce 25hp 7-passenger limousine by H. J. Mulliner, leather throughout, face-forward seats; £665.—94, Gt. Portland St., W.1. Lan. 1343. [7887

LIMOUSINES, 1933-1939, 20/25hp and 25/30hp, roomy 7-seaters, small mileages, from 1,000gns; exchanges, hire purchase.—Lawton-Goodman, 36 North Audley St., W.1. Mayfair 3360. [8217

ROLLS-ROYCE Silver Wraith limousine by Park Ward, 4,800 miles, just out of covenant, cost £6,400; offers.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1709, 1355. [6327

1933½ Rolls-Royce 25hp Hooper limousine, all-leather, just refinished, 3 months', written guarantee; h.p. terms; £875.—Rogers Garage, 72, Chiswick High Rd., W.4. Chiswick 4815-6. [5569

PHANTOM II Rolls-Royce, first registered 1941, beautiful sports saloon body by Barker, in superb condition, small mileage, excellent performance, seen Birmingham; £950 or near offer.—Box 1971. [7635

BARTLETT.—Rolls-Royce registered 1937, 25hp owner-driver saloon, speedometer 18,000 only, probably best condition car of this date available; £1,700.—27a, Pembridge Villas, W.11. Bayswater 0523. [5092

1935 Rolls-Royce 25hp fitted with Thrupp & Maberly 4-door sports saloon, the whole car immaculate condition throughout; £1,400; exchanges.—A. H. Gold & Sons, Welwyn, Herts. Codicote 227. [7686

FIRST registered 1948, X.J. Phantom II Rolls-Royce cabriolet de Ville, magnificent condition throughout, full particulars from and can be inspected at: Gavin Fairfax, Ltd., Virginia Water. Wentworth 3154. [8582

1930 (Sept.) Phantom II Rolls-Royce 7-seater landaulette by Hooper, 2 owners since new, good original condition; £550 or near offer.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [6850

1935 (registered) Rolls-Royce 25hp with close coupled saloon body by Ranalah, fitted ride control and automatic lubrication, mileage only 44,000, immaculate; price £1,500.—Jenners Garages, Ltd., Birchington. Tel. 55. [5467

1937 Rolls-Royce Phantom III with Mulliner sports saloon with division and extra seat, car of outstanding appearance and condition, winner of numerous concours.—For further particulars apply Grose, Ltd., Northampton. Tel. 2111. [5818

1935 Rolls-Royce Phantom II 7-passenger limousine, 6 lights, face forward seats, in spotless condition, sloping back; also 1933 25hp Rolls-Royce 7-passenger, in beautiful condition.—Claude Burgoyne & Co., St. Peters Garage, St. Peters Rd., W.6. Riverside 7644. [8580

795 gns.—Rolls-Royce 1933 20-25hp Park Ward 4-door owner/driver saloon, black, sliding head, green leather, unworn tyres, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8394

1932 Rolls-Royce 25hp 7-passenger double-enclosed limousine, leather throughout, body by Mulliners, one owner 17 years prior to present owner, car wants to be seen to be appreciated; best offer over £525.—Collems Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [7370

ROLLS-ROYCE 1935 owner-driver 25hp sports saloon, 23,000 miles, first registered 1949, taxed £10, the condition of this car is guaranteed to be perfect throughout including tyres, fitted heater, radio set; price £1,450; owner will accept smaller car in part exchange.—A. H. Gold & Sons, Welwyn, Herts. Codicote 227. [6944

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A & S Offer Britain's finest selection ROLLS-ROYCE LIMOUSINES.

£895 Limousine 1933/25hp Hooper, partition, forward occasionals, leather, private, black, immaculate, ready service.

£920 Limousine 1934/25hp Barker, Windover, partition, 7-forward, black, selected carriages, opportunity.

LIMOUSINES 1935/25hp (ride control) Thrupp, partition, bench occasionals, black, irreproachable condition. £1190.

LIMOUSINES 1936/25hp Windover, partition, wide occasionals, superb, black, swept-tail. £1290. private.

LIMOUSINES 1936/30hp Barker, Windover, partition, 7-forward, exceptional private carriages, from £1385.

LIMOUSINES 1937/1938 Barker, Hooper, (30hp) 7-forward, partition, black, immaculate, magnificent carriages, selection-£1420.

WRAITH 1939 Hooper partitioned 30hp super deluxe Limousine, electric partition, widest occasionals, black, six wheels, discs, mileage negligible, delightful condition, lavishly equipped.

PHANTOM II Limousines 1934/1935 Hooper, Barker, Windover, 1946-condition, black, bench occasionals, private carriages, genuine low mileages.

PHANTOM III Partitioned 1937 Barker swept back Limousine, widest forward occasionals, genuine 27,000, unquestionable condition. Seen:-

ALPE & SAUNDERS always purchase Rolls-Royce, 23 selected Limousines displayed, descriptions posted. Seen:-Providence Court, Grosvenor Square. 2941-Mayfair. [8324

PHANTOM II sedanca de ville, May 1931, chassis 16 GX, price £675; also latest series Phantom II owner-driver saloon, March, 1935, chassis 43 TA, price £975; both these cars are in immaculate condition and of elegant appearance; will consider exchange Rolls-Bentley or 2½-litre Riley.

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£695.—1938 Rolls-Royce Replica; this car rebuilt and fitted new body costing £800 in 1936, then stored 10 years; naturally the vehicle is unmarked and in beautiful condition; looks worth £2,000; any vehicle taken part exchange.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [7150

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THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

J. MARSHALL.

WANTED, Rolls-Royce 20-22 and 20-25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [5759

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A & S interested purchasers 1935/37/39 partitionless-25hp Saloons with boot, also 7-passenger Limousines 1932-1939. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3396

ROLLS-ROYCE coupe or sports saloon required; private buyer; mileage, photo, price.—Box 1953. [7827

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WANTED, post-war Rolls-Royce saloon.—Write Box Z.K. 804, Deacon's Advertising, 36, Leadenhall St., E.C.3, or tel. Maryland 3653. [8490

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St. Crystal Palace, S.E.19 Liv 3362 [7457

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WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines).

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SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8366

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COOMBS & SON (GUILDFORD), Ltd., offer:—

1936 Rover 10hp 4-door saloon, black with red leather, 24,000 miles genuine, mechanically perfect, excellent condition throughout; £365.—Portsmouth Rd., Guildford. Tel. 62907. [7288

£365.—1938 Rover 10 de luxe saloon, bodywork excellent, interior clean, mechanically 100%, genuine bargain; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [8420

1947 Rover 10, black with brown upholstery, immaculate condition throughout, rad o, heater, twin horns, has been very well cared for since new; taxed; £875.—Box 2107. [8609

£65 cash only, 1932 Rover 10 4-door saloon, ready for immediate use; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [8200

195gns.—Rover 10 1936 4-door saloon, grey, blue leather good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8395

1937-8 Rover 10 saloon, sun roof grey with blue upholstery. This car is in immaculate condition and presents an opportunity of obtaining a really exceptional model of this age. New tyres, open to any examination; £375.—Kel Motors, Gordon Works, Gordon Ave., Stanmore. Grimsdyke 992. [8326

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WEMBLEY COURT MOTORS offer:—

1936 Rover 12 4-door saloon, black, in very good condition throughout, any trial; £250.—High Rd., Wembley. Arnold 5221-2. [1888

1947 Rover 12 saloon; in first-class condition throughout; finished in black; £850.

APPLY.—The Reliance Garage (Norwich), Ltd., Heigham St., Norwich. Tel. Norwich 20366/7. [8030

1938 Rover 12 saloon, in very nice condition; £450.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [7973

1938 Rover 12 sportsman's saloon, immaculate, guaranteed; £450; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington Park 7780. [8014

1936 Rover 12 sports saloon, good cond. throughout, privately owned; £325.—Gordon Wooderson, 48a Drewstead Rd., S.W.16. Streatham 8638. [6458

ROVER 1940 saloon de luxe, 12hp, maroon, with interior to match, guaranteed 100%, one owner; we believe this to be the finest pre-war Rover offered; £600, no offers.

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton 1422. [8206

1937 Rover 12 sports saloon, new tyres, new engine recently fitted, immaculate condition inside and out, one owner; nearest £350.—101, Windmill Rd., Coventry. Tel. 88228 (day). [8441

ROVER 12hp 4-cyl saloon, late '35, very nice appearance and sound mechanical order, taxed, full petrol, 31 mpg, a reliable family car ready for immediate use; £250.—Keeler, 1, Lambolle Place, Belsize Park, N.W.3. Primrose 2657. [8610

£525.—1938 Rover 12 sports saloon, unmarked and of practically new appearance; mech. perfect, superb quality car; any trial.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2 [7151

ROVER 14

BROWNS for Rovers.

1939 Rover 14hp saloon de luxe, pressed steel wheels, immaculate condition throughout; £595; 3 months' guarantee.—Browns Garage, Loughton (Essex) 4119 (Tube). [7351

1939 Rover 14 saloon, in perfect condition; £485.—Herbert & Mills, Church Rd., Ashford, Middx Tel. 2960. [8546

1939 Rover 14 saloon de luxe blue, in exceptional mechanical condition; fitted with radio; one owner; £465.

E. C. STEARNS & Co., Ltd., 250/262, Brompton Rd., S.W.3. Ken. 0081. [8098

1947 Rover 14hp, under 8,000 miles, positively unmarked; £1,150.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8535

1936 Rover 14 saloon, black/brown, sound condition; £235.—Odeon Motors, Ltd., Barnet, Herts. Tel Barnet 4100 (private exchange). [8195

1935 Rover 14hp saloon, sound car, excellent chassis, good tyres, black with blue leather, bargain; £150.—K. Mackenzie, 45a, West Hill, Wandsworth, S.W.18. Van. 5426. [8487

1938 Rover 14 Six light saloon in very good condition; recently overhauled by makers; average mileage; price £525.—Denham Service Station, Ltd., Denham, Bucks. Denham 2266. [8093

1939 series Rover 14 de luxe saloon, finished black and chromium, leather upholstery, particularly attractive car; offered with written guarantee at £525; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [8166

ROVER 16

CAR MART, Ltd.

1939 Rover 16 4-light saloon, 39,000 miles; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8358

J. DAVY offers:—

ROVER 16 sports saloon, October, 1946, black, with brown leather upholstery, H.M.V. radio, small mileage, in exceptional condition; £1,095.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [7349

J. DAVY offers:—

1938 Rover 16 6-light saloon, grey with blue leather upholstery, 44,000 miles, exceptional and original condition;—£650.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd, W.8. Western 6493. [6435

HAROLD RADFORD & Co., Ltd.

1947 (July) Rover 16 6-light saloon, green, 6,400 miles, heater and demister, as new throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5725

ROVER 16

1938 Rover 16hp sports saloon, black with green interior, exceptional condition throughout; £485.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6695

TANKARD & SMITH, Ltd., offer 1939 Rover 16 sports saloon in black with brown leather; an immaculate car in excellent mechanical condition; also earlier models, from £450; three months' written guarantee; also 200 guaranteed used cars of all makes, —198, Kings Rd., Chelsea, S.W.3. Tel. Flaxman 4801/2/3. [7984

NAYLOR & ROOT, Ltd.—1938 Rover 16 sports saloon, black, brown hide upholstery, perfect condition throughout, real enthusiast's car; £495; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [8252

ROVER 20

1938 Rover 20 sportsman's saloon, one owner guaranteed; £465; payments.—Oldfield, 4 Russell Gdns. Mews, Kensington. Park 7780. [8015

1938 Rover 20 sportsman's saloon, one titled owner only, the whole car is genuinely unmarked and in outstanding condition, fitted push-button radio; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [8411

ROVER 60 & 75

WARWICK WRIGHT, Ltd., offer:—

1948 Rover 75 sports saloon, maroon, red leather, 6 000 miles; £1,525.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7495

ACLAND & TABOR, Ltd., offer:—

1949 Rover 75 4-light saloon, black, green leather, heater, seat covers, etc., guaranteed mileage 2,000, as brand new; £1,550.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [7997

1948 (October) Rover 60, low mileage, one owner, suede green, in unblemished condition; £1,375

LAMBS, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (8 lines). [7323

ROVER 75 saloon, stone grey with maroon leather upholstery, one owner, mileage 3,818, first registered 1/10/48; price £1,495.

VINCENTS OF READING, Ltd., Station Square, Reading. Tel. Reading 4204. [7035

1948 Rover 60 sports saloon, green, immaculate condition; mileage 15,719; new tyres; £1,295.—Jennens Bros. Motors, Ltd., Sutton Coldfield. [6488

1948 (September) Rover 60 saloon, 5,400 miles; £1,575; exchanges, terms. — Cambridge Motors, 36-40, Fore St., Edmonton, N.18. Tel. Tot. 5580. [8551

1948 Rover 75 model saloon, black, green leather upholstery, 8,000 miles, one owner, as new. —Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [5156

1949 Rover 75 6-light saloon finished in black with maroon leather upholstery; mileage approx. 6,900; £1,575.—Jack Olding, Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [8103

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

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MANCHESTER (Blackfriars 7843).

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CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029

TICKFORD, Ltd., offer:—

1948 75 Rover 6-light sal., 11,000 miles, black, red leather, ex. cond.

1948 (Oct.) 60 Rover sports sal., 6,000 miles, black, grey leather.

1947 (July) 16 Rover sports sal., 3,000 miles, black, fawn int.

1948 (Jan.) 16 Rover 6-light sal., 4,000 miles, black, brown leather, ex. cond.

1947 Rover 12 6-light sal., 5,000 miles, grey, ex. cond.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [7894

TOM GARNER, Ltd., offer:—

1947 (Dec.) Rover 12hp saloon, grey with blue leather 10,000 miles.

1948 Rover 60 saloon, black with red leather, H.M.V. radio, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7910

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Rover 75 saloon, maroon, 4,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1946 Rover 10 saloon, black/brown leather, nominal mileage.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8007

BEARTS of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

ROVER MISCELLANEOUS

ROVER 1947 (October) 12hp 4-light saloon, grey with blue interior, genuine 12,000 miles, interior heater, almost as new throughout; £1,175.

ROVER 16hp December 1947 6-light saloon, black with brown leather upholstery, export model, genuine 10,000 miles, as new; £1,335.—Robbins, East Putney. Tel. 4581 [7002

ORDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0213

CAMDEN MOTORS.—Rover 10hp saloon, 1935-6, has recently had makers' overhaul including reconditioned engine, bills for £300 of work available for inspection; £265.

CAMDEN MOTORS.—Rover 10hp saloon de luxe 1938, very smart example, in attractive condition and excellent mechanical order; £385.

CAMDEN MOTORS.—Rover 10hp saloon, 1939, similar appearance to post-war model, original cellulose, just fitted five new tyres; £495.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1947, literally unmarked, whole condition comparable with car leaving factory for first time; £935.

CAMDEN MOTORS.—Rover 12hp saloon, 1936, sound chassis and good solid black coachwork, nice runner with typical Rover performance; £260.

CAMDEN MOTORS.—Rover 12hp saloon, 1937, original and well-maintained coachwork, late property of local gentleman of independent means; £335.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1937, smart example, very clean leather interior, outstanding performance; £350.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, finished pearl grey very attractive condition throughout; £550.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1940, engine extensively reserviced last month, finished black, blue leather, all features similar to post-war example; £575.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1947, looks like brand new car, speedo reading just under 10,000 miles; £965.

CAMDEN MOTORS.—Rover 14hp de luxe saloon, 1935, very solid car in nice mechanical order, black with blue leather, outstanding bargain; £245.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1937, fitted heater and windscreen demisters, excellent mechanical condition; £350. 14hp de luxe saloon, 1938, finished attractively in silver grey with handsome, blue hide interior, ace discs, etc., engine just decoked, and new battery fitted; £425.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1939, in fine mechanical order, really impressive performance and sustained oil pressure, outstanding value for money; £545.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1940, with all features and instruments similar to current model, immaculate condition, both inside and out; £635.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1947, showroom condition, whole car looks like brand new, one careful owner just gone abroad; £985.

CAMDEN MOTORS.—Rover 16hp saloon, 1939, sportsman's model, in really excellent order, superb chassis and engine; £575.

CAMDEN MOTORS.—Rover 16hp Sportsman's saloon, 1940, at first sight would appear to be post-war model, being in superbly exclusive condition; £645.

CAMDEN MOTORS.—Rover 16hp saloon (September, 1947), one private owner since new, appearance consistent with having been chauffeur maintained, magnificent specimen; £995.

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. 'Phone 2381 and 3115. Over 250 fully guaranteed used cars in stock. Write for 18-page stock list. Easy and confidential H.P. facilities. Part exchanges. Free delivery of any car anywhere in the United Kingdom. Near main line L.M.S. station. Frequent trains from Euston and Watford take only 50 minutes. Or by road just under 4 miles from main A5 Watling Street. Fares refunded in full to purchasers any part of the country. [8278

ARNOLD G. WILSON, Ltd., always have available a selection of used Rover cars, all models in exceptional condition; call, write or 'phone, part exchange, terms; our well-equipped service station is backed by a complete spares department.

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0020

Rover Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT WEST RD. (Ealing 3477.)

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0030

RROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Road, Guildford. Tel. 62907 [6138

WANTED, post-war Rovers, all models.—Send details to:—

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0021

GATEHOUSE MOTORS are regular buyers of good clean Rover cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [8304

URGENTLY required, good pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [8176

1939 Rover 14 wanted privately.—54, Lymington Rd., Hampstead, N.W.6. Hampstead 4681. [7938

Rover Cars Wanted

ONE 14 or 16hp Rover 1939-40 saloon, not sports, good clean condition.—Mr. Borrett, 78, Wells St., W.1. [8598

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242 [0816

ALBONS of Barking purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES, Rover agents, will purchase any non-Covenant Rover Car.—10, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7673

URGENTLY wanted, good condition Rover cars.—Brown's Garage, 3 mins. Loughton Tube Station, 199 High Rd., Loughton, Essex. Loughton 4119 [2441

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [5843

Rover Spares and Service

R. P. POWELL (MOTORS) Ltd., East London main dealers for Rover sales service and spares.—321, Romford Rd. Forest Gate E.7. Maryland 4818-9. [0403

R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Aco. 1681 [0268

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302 [0555

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Rover owners. —Mayfair 5242. [0874

SINGER

CAR MART, Ltd.

1948 Singer Super 10 saloon, 3,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8359

J. DAVY offers:—

NOVEMBER, 1948, Singer 10 saloon, mist green, with brown leather and cloth upholstery, 5,000 miles, fitted with Mastersadio, spare unused, whole car indistinguishable from new, under list price; £625.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [7348

TOM GARNER, Ltd., offer:—

1948 Singer Super 10 saloon, maroon with red upholstery, 9,000 miles.

1948 Singer Super 10 saloon, black with brown upholstery, 2,000 miles only.

1947 Singer Super 10 saloon, black with brown leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7911

CHARLES RICKARDS, Ltd., the house of standing and repute.

1939 Singer 9 sports 4-seater tourer, red, exceptionally good condition; £345.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [7918

GORDON CARS (LONDON), Ltd.—1947 Singer 9 roadster, red, 13,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Singer 9 roadster, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8008

1948 model Singer 10 saloon, maroon, small mileage, immaculate throughout; £595.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [8032

1948 Singer Super 10, black and brown upholstery, 11,000 miles, immaculate condition; £550.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [8429

1935 Singer sports 4-seater; bargain, £130.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8042

1947 (July) Singer Super 10 de luxe saloon, maroon, with leather upholstery, fitted radio, low mileage, superb condition; £570.—Robbins, East Putney. Tel. 4581. [7008

245 gns.—Singer 9, June 1936, sports 4-seater, red, cream wheels, red leather, carefully used, excellent condition. Terms, exchanges.—Rowland Smith, below:—

265 gns.—Singer 12, 1939 model, foursome drop head coupe, grey, black leather, very good condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8396

1946 Singer 9 Roadster, grey with red upholstery, fitted radio, low mileage, most attractive condition; £495.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8432

10hp saloon, 1947, one owner, low mileage, black with brown upholstery, faultless condition; £565. —Recommended by The Singer Distributors, 140, Golders Green Rd., London, N.W.11. Speedwell 0011. [8078

12hp saloon, 1948, maroon with fawn upholstery, small mileage, condition exceptional; £725.—Highly recommended by The Singer Distributors, 140, Golders Green Rd., London, N.W.11. Speedwell 0011. [8079

£395!—Singer 9 4-seater, sports roadster April, 1940, in really amazing condition, beautifully finished in crimson, cellulose literally unmarked, red leather interior, brand new hood and screens, latest type all-steel pressed wheels, with large chromed embellishers, mechanically the car puts up a really vivid performance, and will cruise indefinitely at amazingly high speeds for such a low hp car, late property of sports enthusiast whose sole reason for sale is the long-awaited arrival of a brand new model.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 250 fully guaranteed used cars in stock. Write for 18-page list. Easy and confidential H.P. facilities. Part exchanges [8277

SINGER

1949 Singer de luxe 12hp, Jan. 6 covenant free, 8,000 miles, mist green; £780.—Ratcliffe, Birdsnest Farm, Rowledge, Farnham, Surrey. [8468

Singer Cars Wanted

RROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

POST-WAR Singer required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0848

CASH immediately for good Singer.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8172

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately, recent Singers, all models.—Popesgrove 1035. [1591

RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn N.W.6 Maida Vale 6044 (10 lines). [3129

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spares for 9, 10 and 12hp 1936-1949 models; please quote chassis number.—Department A, Allens of Bristol, Singer Distributors, Berkeley Sq., Bristol 8. Tel. 22514. [5489

SPORTS CARS

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THE Northern Sport and

RACING Car Specialists,

BUY and sell racing and sports cars of all types; specialists in vintage Bentleys; write for lists and quotations.

J. BLAKE & Co., Ltd.,

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ROYAL 6622. 'Grams: Autocar, Liverpool [7472

CHARACTER CARS—

DEAL exclusively in good veteran and vintage sports cars; 'phone or write for accurate particulars of stock.—See also under vintage.

CHARACTER CARS, Shahcon Rd., Garage, Abbeville Rd., Clapham, S.W.4. Tulse Hill 4505. (5 minutes Clapham South Underground.) [8508

B. & G. MOTORS offer:—

£245.—Bentley 3-litre 15.9hp Red Label Speed-model short chassis open Vanden Plas 4-seater, black and red, new tonneau cover with zip, good hood, twin carbs., A type gear box, high axle ratio

£180.—Talbot 75 16hp open Vanden Plas sports 4-seater, looks like a million dollars! Spotless duo grey cellulose, excellent hood and sidescreens, foldflat windscreens, silent engine, mechanically exceptional and open to A.A. or R.A.C. examination, ticks over like a little Longine watch; has been cared for like mother's only baby boy; another B. & G. bargain at this low price.

£165.—Alvis 12.60 Beetle Back open sports 2-seater, resprayed in royal blue, twin carbs., foldflat screen, concealed hood, special light mudguards, ready goes.

MANY others.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [8229

CHIPSTEAD MOTORS, Ltd., offer:—

ALFA-ROMEO Grand Tourisimo, twin overhead camshaft, 3 carburetters, foursome drop head coupe, Alfa red recently completely overhauled, showroom condition throughout.

ALFA-ROMEO 2.3 supercharged 8-cylinder, most attractive coupe, body by Young, of Bromley, negligible mileage, Alfa red, terrific performance.

ALFA-ROMEO 17-50 supercharged Zagato 2-seater, stripped and rebuilt, Alfa red, first registered 1948.

ASTON MARTIN Le Mans 2-4-seater, new hood, tyres, etc., immaculate.

BUGATTI Type 37 Grand Prix, large brake drums, black and chrome, very fast.

BUGATTI Type 40 special 2-3-seater, body immaculate condition, large brakes.

BUGATTI Type 40 2-seater, large brakes, first-class condition throughout.

BUGATTI 2.3 supercharged 8-cylinder Roadster 2-seater, late type aluminium wheels, completely overhauled, maroon and red, registered 1940, as new.

BUGATTI Type 50T supercharged, twin overhead camshafts attractive 2-seater drop head coupe body, first registered 1947 (£10 tax).

BUICK special 8 streamlined saloon, first registered May, 1949, £10 tax, fawn and brown, radio, remote-control gearshift, flashing indicators, etc.; whole car literally indistinguishable from new.

HILLMAN Utility car, registered 12.12.47, grey, beautiful condition, speedometer reading 13,000.

M.G. (May, 1947) T.C., specially tuned by well-known racing firm at great expense, 70 mph in third, two shades of red.

RILEY (reg. late 1948) 1½ streamlined Roadster coupe, 8,000 miles, ivory and red, spectacular car, as new.

TALBOT 110 streamlined 2-seater, rebuilt at cost of nearly £1,000 this year, holder of long handicap record at 124.72 mph, Brooklands, 1939, full road equipment.

CHIPSTEAD MOTORS, Ltd., The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [8291

RAYMOND WAY the hire purchase specialists:

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds Kilburn Park Station, Bakerloo Line), Mai 6044 (10 lines) [3577

£295.—Siddeley special sports saloon.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226 [8215

SPORTS CARS

PERFORMANCE CARS, of 21, Dalcham Mews, Belsize Lane, N.W.3 (Ham 8707), offer with 3 months' written guarantee:—

BENTLEY 3-litre Red Label tourer by Vanden Plas, 1925, £250; Bentley 3-litre Blue Label, 4-seater, 1925, £155; Bentley 3-litre Blue Label tourer by Freestone & Webb, 1924, £165; 1946 M.G. T.C. 2-seater, £455; 1929 Alvis Silver Eagle tourer, £90; 1932 Alvis 12/60 utility, £65; 1925 Wolseley 10 tourer, £45; 1933 Riley 9 Gamecock, £160; 1931 Riley 9 Mark IV tourer, £60; 1933 Riley 9 Ascot drop head, £130; 1929 Talbot 14 tourer £45; immediate insurance; hire purchase; part exchange. [6926

SPEEDSTERS, Ltd.—Minerva 5-litre, 100% mechanically, beautiful open 4-str. body, all new tyres, a genuine 100 mph; £275.

SPEEDSTERS, Ltd.—A.C., Aston Martin, Alfa-Romeo, Ata.anta, Bentley, B.M.W., Cord, Frazer Nash, Invicta, Jaguar, Mercedes, M.G., Minerva, Riley, Vauxhall.

SPEEDSTERS, Ltd.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. 28 mins. from Victoria. [8091

ASTON MARTIN 1½-litre short chassis open 2/4-seater, international model, offered for sale at £220.—12, Burton Rd., Melton Mowbray. [8494

1931 Bentley 8-litre, extensive overhaul and new open body just completed, any trial or examination; price £350, or exchange any car or van.—Graham Batteries, Beaconsfield, Bridlington. Tel. 3485. [7877

£295 !!!—Special M.P.H. Riley with 1½-litre 3-carburettor racing engine, manual close ratio gearbox, ultra short chassis with attractive road-racing 2-seater body, Le Mans wings, outside exhaust, concealed hood, all new racing wheels and tyres, twin spares, registered May, 1949 (£10 tax), in superb condition.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [7286

RILEY mph 1½-litre 6-cylinder 2-seater, racing green, in genuine original condition except for 12-inch Zeiss head lamps instead of Lucas, superb mechanically and literally as new in appearance; 5 new tyres, low mileage; wonderful opportunity; £450.—Hoare, West Lodge, Primley Green, near Aldershot. Tel. Deepcut 95. [8463

A MILCAR 6-cyl.—V. J. Hern offers his well-known ex-Finch sports-cum-racing car for sale, car maintained by Owen Finch, just checked over by him and ready for next season's competitions, full sports and racing equipment, whole in superb order; nearest offer to £750; consider exchange modern saloon.—Hern, South Croydon Motors, 444/6/8, Brighton Rd., South Croydon. Uplands 8629. [2903

SINGER Le Mans sports saloon, black and chrome silver lock-on wheels, 4 new tyres, twin hooters, spot lamp, Stone guarded radiator, new batteries, engine overhauled and taxed, large speedometer and revolution counter, all in working order; reliable and reasonable car for the enthusiast; 8.93hp 1934 model. £167.—Rom Garage & Service Co., Ltd., Gallows Corner, Romford, Essex. Ingrebourne 29. [8542

£80 cash or £30 deposit on any of the following recent sports car part exchanges: Morris 8hp 2-seater, 1933 Morris 8hp saloon, 1934 Wolseley 12 Corner saloon, Singer 8hp foursome coupe, 1934 Austin 7 saloon and many others. All these cars are ready for immediate service, some taxed, and can be driven away.—Alton Garage, the Alvis specialists, Upbrook Mews, Craven Rd., Paddington 0385. [8537

SCUDDER & WALL offer 1931 Chrysler model 88 3-seater, red and silver, fold-flat screen, ready to drive away, £47/10; 1931 M.G. 18-80 M.K.II saloon, reconditioned engine, 5 new tyres, knock-off hubs, excellent mechanical condition throughout, £85; 1933 Delage D.8 2½hp 4-seater drop head coupe, blue, very smart and imposing car, bargain at £95; 1931 Bugatti Type 46 5-litre saloon, recent £280 overhaul, perfect example of a thoroughbred, £325; 'sensible offers; Alvis beetle-back, unused since £80 spent, a really nice one, £165; 1937 Pontiac convertible 28hp, fitted heater, radio, twin pass-lamps, respraved to purchaser's choice of colour, £210; 30/98 Vauxhall rebuilt 2-seater, terrific performance, £425; Ansaldo chassis, overhead camshaft engine 4C 1250, Connott scuttle, radiator, etc., £30; part exchanges welcomed; we also purchase reliable cars.—53, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [8478

Sports Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Sports cars.—320, Euston Rd., N.W.1. Euston 1212. [0972

ROWLAND SMITH'S the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987

PERFORMANCE CARS buy sports cars and nothing else.—Dalcham Mews, N.W.3. Hampstead 8707. [1880

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

£150—Morgan 4/4 9.8hp Coventry Climax engine, clutch and gear box unit, complete with starter, dynamo, distributor, etc., fitted Centric low pressure supercharger, S.U. carburettor and water pump, special Laystall balanced crankshaft; the whole completely reconditioned by us; can be seen on test bench by appointment; giving 58bhp on 100% Pool petrol at 5,000rpm.—Laystall Engineering Co., Ltd., 53, Gt. Suffolk St., S.E.1. Waterloo 6141. [7880

S.S.

£175—1934 S.S.II 12hp sports coupe, clean condition, excellent runner, unworn tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8576

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

CASH immediately for good S.S.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [8182

STANDARD 8

WARWICK WRIGHT, Ltd., offer:—

1947 Standard 8hp saloon, grey, blue leather, 150 miles: £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7496

STANDARD 8

1947 Standard 8 drop headed coupe, black; £375.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [8031

1948 Standard 8 d.h. coupe, 9,000 miles; £490.—Below.

1946 Standard 8 tourer, new tyres; bargain, £325.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8041

STANDARD 8, Nov. 1947, for sale, 4,500 miles; £450; no dealers.—Fla. 0270. [7851

1947 Standard 8 saloon, mileage 15,000, black, excellent condition; £475.

C.M.I., Ltd., Finchley Rd., Hampstead, N.W.3. Primrose 4405. [8337

1946 Standard 8 4-seater, mileage 19,000, trade enquiries welcomed; £375.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [8211

1939 Standard 8, reconditioned throughout; £295.—Haskins, Ladbroke 1155. [5550

1948 Standard 8hp drop head coupe, black with brown upholstery, 9,000 miles, one owner; £550.

LAMB'S, Ltd., Standard House, Southend Rd., Woodford Green, Essex Tel. Wanstead 0123 (6 lines). [8134

1939 Standard Flying 8 de luxe saloon, immaculate, guaranteed; £270; payments.—Oldfield, Park 7780. [8018

1946 Standard 8 tourer, excellent condition, taxed, any trial; £355.—K. & N. Motors, 94, Lamark Rd., W.9. Cun. 8636. [8342

STANDARD 8, 1947½, saloon, showroom condition, £475; consider exchange, private.—919, Warwick Rd., Solihull, Warwickshire. [8592

CASS'S MOTOR MART.—1946 October Standard 8 saloon, grey, excellent written guarantee.—5, Warren St., W.1. Eus. 4110. [6662

STANDARD 8hp saloon, absolutely as brand new, mileage 1,300 miles; accept £575.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7701

1948 Standard 8 touring car, black with brown leather, 11,000 miles; £450.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [7461

1939 Standard 8 saloon, blue, sound condition, engine and tyres very good; £230 or near offer.—Tel., working hours, Slough 23861, extension 54. [7859

495 gns.—Standard 8 (Dec., 1948) saloon, fawn, sliding head, one careful owner, 11,000 miles, practically new condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Standard 8 (July, 1946) de luxe saloon, black, sliding head, fawn leather, small mileage, unworn tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

275 gns.—Standard 8, 1939 de luxe saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8402

1947 Standard 8 saloon, grey, blue upholstery, 8,000 miles, fully equipped; £490; hire purchase and exchanges.—Golly's Garage, Ltd., 111a, Earls Court Rd., London, S.W.5. Frobisher 0063, 0929. [7868

1939 Standard 8hp de luxe sunroof saloon, black, brown leather upholstery, excellent runner and condition, nominal mileage; £225, terms, exchanges.—Tel. Amhurst 2000, Fanfare Motors, 99/115, Clarence Rd., London, E.5. [7616

£285 Standard 8 1939 2-door saloon, exceptional condition throughout, leather interior, sliding roof, silent gear box.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [7897

1947 (Sept.) Standard 8hp tourer, in grey, with blue leather upholstery, paintwork unscratched, car comparable with genuine total mileage of 9,000 since new, complete with hood envelope, tools unused, and road licence; £475.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [6851

STANDARD 9

WALTER SCOTT, Ltd.—1939 Standard 9 de luxe saloon, black, excellent condition; £285.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5916. [6931

STANDARD 10

1935 Standard 10 de luxe saloon, very sound condition, recently extensive overhaul; £145 or near offer.—Tel. Palmers Green 3866. [7928

STANDARD 12

H. A. SAUNDERS, Ltd., offer:—

1947 Standard 12 saloon de luxe; £675.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [8114

PALMERS MOTORS, Ltd., offer:—

1939 Standard Flying 12 de luxe saloon, excellent condition; £295; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890, 7067. [8555

WEMBLEY COURT MOTORS offer:—

1947 Standard 12 saloon, black, one owner, as new throughout; £625.—High Rd., Wembley, Arnold 5221-2. [8415

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 Standard 12hp de luxe saloon, grey, blue leather upholstery, genuine small mileage, coachwork, mechanical condition and tyres practically new; £750.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [8150

D. J. SHEPHERD and Co. (Enfield), Ltd., offer:—

1939 Standard 12 de luxe sun saloon, i.f.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [3963

1946 Standard 12 saloon, grey, low mileage, a very nice car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gla. 2284. [8427

STANDARD 12

1948 (December) Standard 12hp drop head coupe, 7,000 miles, one careful owner; £715.—54, Hans Place, S.W.1. Ken. 0963. [7927

295 gns.—Standard 12 1938 de luxe 4-door saloon, black, sliding head, blue leather, excellent condition; terms, exchanges.—Rowland Smith, below.

225 4-door saloon, duo-grey, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8403

1939 Standard 12hp drop head foursome coupe, grey, blue leather, new hood, exceptional condition; £365.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [6539

1938 Standard 12 drop head coupe, colour cream, recently fitted with a new black hood, and the whole vehicle in very good running order; £300.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [8124

£265.—1938-9 Standard 12 de luxe saloon, fitted new engine, gearbox, brakes relined; immaculate appearance and interior; compare the price.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [7152

1948 Standard 12 drop head coupe, black with brown leather upholstery, in immaculate condition throughout, one careful owner, 11,000 miles, from new; three months' written guarantee; £745.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [8205

STANDARD 14

POST-WAR Standard 14.

SPEEDOMETER reading 11,949 miles, excellent condition throughout; £650.

SEEN by appointment only.—Write to G. N. Winton, 41, Mayfair Ave., Worcester Park, Surrey.

NO dealers [6270

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon de luxe, 7,900 miles; £795.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [8115

1946 Standard 14 saloon, black, green leather, interior covers; £625.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [8036

ARCHIE SIMONS & Co., Ltd.—1947 Standard 14hp saloon de luxe; £665.—94, Gt. Portland St., W.1. Lan. 1343. [7888

1948 Standard 14 saloon, unquestionable condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [7970

1948 Standard 14hp 4-door saloon, grey/blue leather upholstery, fitted covers and H.M.V. radio, immaculate condition; £765.

ELBORNE, BROS., Ltd., Lady Margaret Rd., Southall. Waxlow 1891 and 4008. [8587

GORDON CARS (LONDON), Ltd.—1948 Standard 14 saloon, black/red leather, 11,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [8009

1939 Standard 14 touring saloon, similar to post-war model, excellent condition throughout; Also 1938 Standard Flying 14 saloon, recommended.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [8428

1948 Standard 14hp saloon, black, blue leather, 10,000 miles, one owner; £765.—Vandervell's, 215, Haverstock Hill, N.W.3. Primrose 4441. [4858

1948 (August) Standard 14 saloon, grey-red leather, one owner, 15,000 miles.—C. A. Peto, Ltd., 42 North Audley St., W.1. Mayfair 3051. [5217

CENTRAL GARAGE, Croydon, offer 1948 Standard 14 saloon, 6,600 miles, black with fawn leather upholstery, one owner; £825.—Central Garage. Tel. Croydon 7464. [5063

1946 Standard 14hp saloon, grey with blue leather upholstery, 1,300 miles, in perfect condition; £625.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [8189

1948 (May) Standard 14 de luxe saloon, finished grey, red leather, 7,000 miles only; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley, N.2. Tudor 2301. [8585

1948 Standard 14hp saloon (grey), blue leather, genuine mileage 13,000, one owner, most carefully maintained; £760.—George Osborne, Ltd., 136-8, Streatham Hill, S.W.2. Tulse Hill 5937. [7439

1946 (late) Standard 14 saloon, grey, blue upholstery, 16,000 miles, private owner, excellent condition; £600; hire purchase and exchanges.—Golly's Garage Ltd., 111a, Earls Court Rd., London, S.W.5. Frobisher 0063, 0929. [7869

STANDARD VANGUARD

DAGENHAM MOTORS, Ltd., offer the following car:—

1949 Standard Vanguard saloon, gunmetal, red upholstery, heater, radio, 2,000 miles.

56, Park Lane, W.1. Regent 4866. [7320

VANGUARD 1948, l.h. drive, leather seating, heater, 12,000 miles; £800 or nearest.—Box 1981. [7867

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214

STANDARD Vanguard, finished grey with red leather, heater, radio, moderate mileage, in faultless condition throughout; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [8567

STANDARD MISCELLANEOUS

CAR MART, Ltd.

1948 Standard 8 saloon, 5,000 miles; £565.

1946 Standard 8 drop head coupe, 10,000 miles; £475.

1948 Standard 12 drop head coupe, 7,000 miles; £825.

1948 Standard 14 saloon, 5,000 miles; £835.

1947 Standard 14 saloon, radio, 12,000 miles; £725.

1949 Standard Vanguard saloon; choice of two.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8360

STANDARD MISCELLANEOUS

STARNES MOTORS offer:—

£450—Standard saloon, 8hp, 1947 (September), grey, one owner, excellent condition.

£695—Standard saloon, 12hp, 1948 (April), black with green leather trim, one careful owner, 10,362 miles only, immaculate.

STARNES MOTORS, Standard Sales and Service Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [7547

1939 Standard occasional 4-seater Tourer; £185.—John W. Whalley, London Rd., Bishop's Stortford. Tels. 181 and 182. [7833

CARRS AUTO SALES, Ltd. Croydon-Purley area distributors always have low-mileage Standard and Triumph cars available. Croydon 6088 [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd. S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0989

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

CASH immediately for good Standard.—H. F. Edwards, 23, Upper High St., Epsom. 9400. [8183

MARSTON MOTOR Co. Ltd. for your Standard. Tel. Sta 8000 Seven Sisters Rd. Tottenham N.15 [0181

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Standards all models.—Popesgrove 1035 [1590

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0451

URGENTLY wanted, good condition Standard cars.—Brown's Garage, 3 minutes Loughton Tube Station, 190, High Rd., Loughton, Essex. Loughton 4119. [2757

Standard Spares and Service

S & T SERVICE and spares for all models

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Rd. and Abbey Rd. St John's Wood. N.W.8. Maida Vale 9114

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Gardens, N.5. Canonbury 6190. [0294

STANDARD and Triumph spare parts, place your orders with John Kaye (Leeds), Ltd., 18, New York Rd., Leeds, 2. [0301

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post, quote commission number of car when ordering.—Whites Garage Ltd., Standard and Triumph Car Distributors, Grimsby Tel. 5486 [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182 [7918

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 25 years.—137-149 Widmore Rd. Bromley Kent. Rav 3456-7-8-9 [0367

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and will welcome enquiries in this connection from Standard owners.—Mayfair 5242. [0870

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 3908-9. [0002

STUDEBAKER

COOMBS & SONS (Guildford) Ltd., offer:—

1936 (July) Studebaker President 30hp Salmons cabriolet, black £250.—Portsmouth Rd., Guildford. Tel. 62907 [7577

1940 Studebaker President saloon, excellent condition; £475; exchanges, terms.—Cambridge Motors, 36-40, Fore St., Edmonton, N.18. Tel. Tot. 5580. [8552

225 gns.—Studebaker 1937 26hp Dictator 4-door saloon, black, one careful owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8406

1938 Studebaker Dictator, blue leather, clean inside, black, cellulose in splendid condition, new battery, brakes relined, silent gearbox and transmission, good engine, burns no oil, free wheel fitted helping to give 20mpg. taxed, all petrol; £245.—2, Manor Rd. North, Wallington, Surrey. Wal. 1471. [8459

Studebaker Cars Wanted

1939/1947 low mileage Studebaker required by British & Colonial Motors, Ltd., Upper St Martin's Lane, W.C.2. Tem. 3588. [8070

SUNBEAM

£145.—1933 Sunbeam 20hp 7-seater black saloon, faultless runner clean condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8573

SUNBEAM-TALBOT

1948 Sunbeam-Talbot 2-litre saloon, metallic grey, low mileage; £895.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3816

SUNBEAM-TALBOT

CAR MART, Ltd.

1948 Sunbeam-Talbot 90 sports saloon, 1,000 miles; £1,375.

1948 Sunbeam-Talbot 90 sports saloon, 5,000 miles; £1,325.—Car Mart, Ltd., 150 Park Lane, W.1. Grosvenor 3434. [8361

BROWN'S for Sunbeam-Talbots.

1947 (Dec.) Sunbeam-Talbot 10hp drop head foursome coupe, low mileage, immaculate condition, £760; 3 months' guarantee.—Brown's Garage Loughton (Essex) 4119. (Tube.) [5099

WARWICK WRIGHT, Ltd., offer:—

1948 Sunbeam-Talbot 80 saloon, gunmetal grey, grey leather, 7,000 miles; £1,225.

1948 Sunbeam-Talbot 2-litre saloon, gunmetal grey, grey cloth, 7,000 miles; £1,095.

1948 Sunbeam-Talbot 90 saloon, black, fawn leather, 9,000 miles; £1,325.

1949 Sunbeam-Talbot 90 saloon, granite grey, grey leather, radio, 8,000 miles; £1,345.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7497

SUNBEAM-TALBOT 1940 sports tourer in magnificent condition, any trial or inspection.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [8414

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 2-litre saloon, ruby/fawn cloth, 14,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 10 saloon, black/brown leather, exceptional.—Below.

GORDON CARS (LONDON), Ltd.—1948 Sunbeam-Talbot 10 saloon, grey/grey cloth, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8010

1949 Sunbeam-Talbot 80 saloon, black, heater mileage 8,000, trade enquiries welcomed; £1,075.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2 [8210

1948 Sunbeam-Talbot, 9,000 miles, showroom condition; £800.—Pantiles Service Garage, London Rd., Guildford. Tel. 5326. [7145

1948 Sunbeam-Talbot 10 saloon; 7,000 miles, unquestionable condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [7967

11000 miles, 1948 (May) Sunbeam-Talbot 10hp tourer, gunmetal; trade enquiries only please.—Ernest Sutton, Cleeve Hill, Glos. 95 [7398

1947 2-litre Sunbeam-Talbot saloon, 21,000 miles, faultless condition; £765.—Crawley, 46, Kensington Court, W.8 (near Barkers). Tel. Western 6015-6-7. [7873

1948 (Jan.) Sunbeam-Talbot 10hp de luxe saloon black, one owner, guaranteed, 5,000 miles as new; £825.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7259

1949 Sunbeam-Talbot 80 saloon, 10,000 miles, works maintained, colour satin bronze with red leather interior, as new; £1,150; part exchange, deferred terms.—Archway Garage, 120a, Walmer Rd., W.10. Park 7271. [8531

495 gns.—Sunbeam-Talbot 1939 3-litre de luxe 4-door saloon, gunmetal, sliding head, grey leather, wheel discs, twin wind-tone horns, recent £150 engine overhaul, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8410

£465!—Outstanding and genuine bargain, 1946 Sunbeam-Talbot 10hp sportsman's 4-door saloon de luxe, in outstanding mechanical order and with identical features to 1947 example, splendid chassis, sound coachwork, fitted 5 brand new tyres very recently, Notek Fogmaster, etc.; hire purchase can be arranged on a deposit as low as £155 if required.—Write, call or 'phone

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2381 and 3115. 14 other Sunbeam-Talbots in stock; also 250 cars of other makes; write for 18-page stock list; part exchanges; free delivery of any car anywhere in the United Kingdom; near main line L.M.S. station, frequent trains from Euston or Watford take only 50 mins., or by road just under 4 miles off main A.5 Watling St.; fare refunded in full to purchasers from any part of the country. [8279

Sunbeam-Talbot Cars Wanted

ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1 Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers. Hampstead High St. (Hampstead Tube). Ham 6041. [0990

CRIPPS OF NOTTINGHAM urgently require all models Sunbeam-Talbot cars.—R. Cripps & Co Ltd., the Sunbeam-Talbot distributors, Parliament St. Nottingham. Tel. 44558. [0461

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath Ltd., 180-184 Newhall St. Birmingham and Lower Temple St., Birmingham. 2 [0085

Sunbeam-Talbot Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—78-89, Pentonville Rd., N.1. Terminus 1001-7. [0365

Sunbeam-Talbot Spares and Service

ARMITAGE MOTORS (WESTMINSTER), 213-219, Broadway, Wimbledon, and Wilton Mews, S.W.1. Liberty 4390. [6874

TALBOT

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advert. No. 8291. [8299

TALBOT 1938 18hp saloon, perfect throughout, 36,000 miles, any trial; 310gns.—Beard, 30, Gloucester Rd. Wes. 0628. [8479

TALBOT saloon, 18hp, 60,000 miles, completely overhauled, faultless condition; £200 or near.—A.B.C., 55, South St., Epsom 1356. [7949

1938 3-litre Talbot, exceptionally clean, one owner, open to any trial and examination; accept £435.—Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7703

TALBOT 14/65 1933 open tourer; body, hood, excellent; new battery, reconditioned dynamotor, relined clutch, manual box, good motor; £100, offers.—Perrott, 2, Woodlands Ave., Berkhamsted 1410. [8466

1935 105 sports tourer, laid-up many years, total mileage 54,000, recently overhauled, tyres, hood and paintwork new, car for the connoisseur; £275.—Campbell Symonds, Wembley 6262. [4490

1935 Long 75 Talbot 6-light saloon, two owners since new, genuine mileage 41,000; maintained in 100% condition solely by ourselves; £475.—R. F. Fuggle, Ltd., Bushey Heath, Herts. 'Phone 1685. [8231

TALBOT 18hp 75 saloon, most excellent condition throughout, 1937, mechanical condition superb, beautiful quality car, bargain; £325.—B. & H. Motors, Bignells Corner, South Mimms, Middlesex. South Mimms 2231-2. [8143

£245.—Talbot 75 short chassis sports saloon, registered 1934, black, chauffeur driven, carefully maintained, in superb condition; extras include fitted travelling trunk and easy jacking system; a car that must be seen to be appreciated.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779 [5211

225 gns.—Talbot, 1934, 21hp 105 Speed sports 4-seater, blue, blue leather, preselector, carefully used, excellent condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8397

WALTER SCOTT, Ltd.—1937 (May) Talbot Speed 105 saloon, black, beige hide, 33,000 miles only synchromesh, Andre telecontrols, Philco radio, and many other extras, looks and runs as new; £575.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5814. [6560

TALBOT 75, 1935, Special Sports saloon, reconditioned throughout, new pistons, liners, timing gear, carburettor battery and tyres; radiator, preselector and automatic clutch reconditioned by makers, rewired throughout, replated and resprayed metallic grey at a cost of over £400; owner obtained new car; full petrol; £400 or best offer.—Weaver, Homestead, Lickey End, Bromsgrove. [7862

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

CASH immediately for good Talbot.—H. F. Edwards, 2d, Upper High St., Epsom. 9400. [8184

Talbot Spares and Service

PRESELECTOR gear box service, recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0782

TRIUMPH

CAR MART, Ltd.

1948 Triumph 1800 Town and Country saloon, 6,000 miles; £1,150.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8362

NEWNHAMS, Ltd.

1949 2000 model Roadster, bronze, under 2,000 miles, B.M.T.A. consent.

1947 1800 saloon, grey with blue, very carefully used, £895.

1939 1½-litre Dolomite sports saloon, very exceptional car, £435.

NEWNHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. [1648

TOM GARNER, Ltd., offer:—

1948 Triumph 1800 razor edge saloon, black with beige leather, 4,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7912

HAROLD RADFORD & Co., Ltd.

1948 (July) Triumph roadster in grey with blue leather upholstery, 7,500 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8284

McKINNON MOTORS, Ltd., offer:—

1949 Feby Triumph 2,000 Roadster; green, cherry red leather, one owner, mileage 8,000, two chromium fog lamps and Port Dunlops fitted; B.M.T.A. consent; £1,015; trade enquiries welcomed.

McKINNON'S, Langham House, 3 Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [7854

CHARLES POLLETT, Ltd., offer:—

1949 Triumph razor-edged saloon, gunmetal, grey leather, 1 owner, 10,000 miles, condition as new; £1,150; free of covenant.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv 1413. [8025

WANSTEAD MOTORS, Ltd., offer:—

1949 Triumph roadster, 4,000 miles, champagne, rust in erior, list price.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000 [8140

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout; £595.—D. J. Shepherd & Co. (Enfield) Ltd. 436 Hertford Rd. Enfield. Howard 1631.

1948 (Aug.) Triumph grey 1900 saloon, under 10,000 miles, as new.—Box 2079 [8513

TRIUMPH

DOLOMITE Triumph sports saloon, 16hp. discs, superb appearance, finished black; 295gns. WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [7891

GORDON CARS (LONDON), Ltd.—1947 Triumph 1800 razor-edge saloon, black, 14,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 roadster, cream/blue lthr., 6,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [8011

1947 Triumph Roadster, black and beige, 11,000 miles; £760.—Campbell Symonds, Wembley 6262. [4491

1949 Triumph Roadster 2,088 c.c., unmarked, free of covenant.—Bradley, Loxwood Chase, Loxwood, Sussex. Loxwood 279. [8454

£775 !—1948 (Dec., 1947 registration), Triumph roadster, one owner, low mileage, immaculate throughout; terms and exchanges. COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [8198

1949 2-litre 18hp Roadster sports 3-seater, metallic green with maroon leather, genuine 3,000 miles; £975.—Robbins, East Putney. Tel. 4581. [7003

1949 Triumph grey saloon, 3,500 miles, just out of covenant; £1,195, or £400 deposit, balance 1 to 3 years; this is a Stone's unrepeatable snip. JACK STONE & SON, 221, Upper Richmond Rd., S.W.15. Tel. day and evening, Putney 1054-5, 2276-7. Insurance Dept., Putney 2241 and 7450. [8244

1947 (Sept.) Triumph 1800 saloon grey, 19,000 miles, licensed year, full petrol, beautiful condition; £875.—Milton Motors, Ansell Rd., Dorking, Surrey. [8591

£1050 Triumph 14hp razor-edge saloon (Dec., 1948), black with fawn leather, 5,000 miles, heater, as new.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [7963

495 gns.—Triumph Dolomite, July 1940, 14/65hp roadster coupe, Cambridge blue, blue leather. Ace discs, new hood, carefully used, excellent condition. Terms, exchanges.—Rowland Smith, below:—

145 gns.—Triumph Southern Cross, Sept. 1934, 10hp sports saloon, duo-green, sliding head, green leather, free-wheel, good tyres. Terms, exchanges.—Rowland Smith, below:—

895 gns.—Triumph 1800, 1948 roadster, gunmetal, blue leather, H.M.V. radio, 13,000 miles, unworn tyres, very carefully used, practically new condition. Terms, exchanges.—Rowland Smith, below:—

850 gns.—Triumph 1800, July 1947, supercharged roadster, apple green, leather upholstery, Nordec blower, Notek lamps, good tyres, one careful owner, exceptional condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8398

£345 —1938 Triumph 16hp Continental sports saloon; as new throughout; metallic grey.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [7153

1938 Triumph Dolomite, in superb condition, recently had reconditioned engine, in perfect mechanical condition, beautiful appearance, really perfect car; £400.—Simpson's Motors, Bushey Heath 1997.

14 hp Triumph razor-edge saloon, 1949 model, 3,700 miles only, one owner, car fitted H.M.V. radio, interior heater system; £1,195.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [8086

£59 deposit or £238 cash, 1938 model Triumph 16hp Dolomite saloon, twin horns, carburettors, wheel discs, etc., bodily and mechanically in sound condition and bargain at above price; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [5778

Triumph Cars Wanted

CASH immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [8185

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992

POST-WAR Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0849

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0182

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Triumphs, all models.—Popesgrove 1035. [1594

Triumph Spares and Service

S & T SERVICE and spares for all models.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, junction Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114.

NEWNHAMS, Ltd.

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

RESTORE power, performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all ohv models.—S. A. Coles, Ltd., 364-368, High Rd., Leyton, E.10. [0342

UTILITY CARS

JACQUIER, Ltd., offer:—

FIRST registered 1946 Humber utility, exceptionally good chassis and body; £225.—225-7, Hammersmith, Rd., W.6. Riverside 6677•3. [8562

1948 Jowett-Bradford de luxe utility.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [7974

UTILITY CARS

JACQUIER, Ltd., offer:—

1949 Ford 10 Martin Walter Utilecon, low mileage, very little use; £625.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. [7567

HAROLD RADFORD & Co., Ltd.

1948 (Dec.) Jowett Bradford 6-light utility, green and black, 6,300 miles, very carefully maintained.

HAROLD RADFORD & Co., Ltd., specialists in redesigning and building wooden metal-panelled shooting brake or all-metal Farmality dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642. [5726

WARWICK WRIGHT, Ltd., offer:—

1948 Hillman Minx 10hp estate car, Moreland grey, brown leather, 9,000 miles; £735.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7499

CYRIL SHEPPARD offers 1949 (Feb.), Jowett utility de luxe, as new, £525.—Riseley, Berks. Reading 83147. [8606

RILEY 1½-litre Estate vehicle, grey with stain and varnish woodwork, first registered 27/7/48, mileage 12,924; price £890.

VINCENTS OF READING, Ltd., Station Square, Reading. Tel. Reading 4204. [7033

1949 (August) Lea-Francis 14hp Utility, 3,000 miles genuine, B.M.T.A. permission to transfer covenant, a really beautiful job.

NUTT MOTORS, 43 North Rd., Brighton, 1. Tel. Brighton 5501. [5669

1948 (August) Hillman estate car, 17,000 miles; trade enquiries only, please.—Ernest Sutton, Cleeve Hill, Glos. 95. [7402

PACKARD utility, rebored, 18 miles per gallon; £250; red petrol, good condition.—Whyteleafe Service Station, Surrey. Tel. Upper Warlingham 72. [7052

1939 Standard 14hp utility vehicle, splendid condition; £475, or 30 monthly instalments of £19/3/2.—The Cooden Engineering Co., Bexhill. Cooden 600. [7060

ALVIS 1948 (June) 14hp shooting brake, aluminium body, 10,000 miles, Cumberland grey, condition excellent; £1,200.—Search's Garage, Ltd., Great Yarmouth. [7117

HILLMAN 10 Estate utility, latest 1948 type Minx chassis, low mileage, exceptional condition; £725.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [8087

1948 (late) Hillman Estate car, radio fitted, low mileage.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503-2334-3526; works and service station, Mare St., Hackney, E.8. [7459

1948 Series II Hillman estate car, grey, 10,000 miles; particularly well maintained, recently decarbonised and in excellent order.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 5051. [6576

ESTATE utility, 1948 Phase 2, 10hp, Minx type chassis, 2 or 4 seats, low mileage, exceptional condition, guaranteed.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [8061

325 gns.—Ford Prefect, June 1939, fitted natural timber utility body, fawn wings and bonnet, glass all round, drop tail board, fold-flush rear seats, excellent condition. Terms, exchanges.—Rowland Smith, below:—

595 gns.—Hillman 10, Nov. 1947, 10hp estate car, grey, maker's standard 4-door 5-seater body with rear entrance and removable rear seating, one owner, small mileage, practically new condition. Terms, exchanges.—Rowland Smith, below:—

895 gns.—Riley 1947 (reg. Feb. 1948) 1½-litre shooting brake, 4-door 5-seater coachbuilt natural timber body, wings and bonnet finished duotone fawn, glass all round, drop tail board, 12 sq ft interior luggage space, small mileage, very carefully used, practically new condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8400

8hp upwards, utilities in stock from £285; utilities built to own specification; own chassis if desired; any conversion carried out on any vehicle; keen prices.—Mitre Motors (Croydon), 39 41 & 43, Canterbury Rd., West Croydon. [0025

JOWETT Bradford utility van, 1948, fitted side winders and clear van floor, grey, brown upholstery, 4,200 miles only, unblemished, guaranteed; £525.—Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [8088

FOR sale, Alvis utility body, removed from T.A. 14hp Alvis chassis, body manufactured by Jones Brothers, Ltd., 4-door, 6-light, hinged back light, with windows, complete with screen and rear wings.—Grose, Ltd., Northampton. Tel. 2111. [7195

£145 !—1945 Humber Snipe 4-door brake, engine completely reconditioned (bills available); mechanically perfect throughout; useful roomy body with concealed fold-flat seats, whole vehicle in very superior condition, and open to A.A. or R.A.C. examination; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [8197

UTILITY 1938 Nash 27hp, fitted large shooting brake body, plain varnished wood, maroon wings and bonnet, 5/6-seater with large carrying space behind rear seats, recently overhauled, in excellent condition, 20 m.p.g., new tyres, new 30 guinea radio, Notek, defroster, etc., fitted side windows, or otherwise for C licence, any examination; £365.—Kel Motors, Gordon Works, Gordon Ave., Stanmore. Grimsdyke 992. [8327

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WANTED, Ford or Humber utility 27 to 40hp, column gear change, but not essential, in good condition.—Tel. Bri. 4734. [7619

VAUXHALL 10

WEMBLEY COURT MOTORS, offer:—

1946 Vauxhall 10 saloon, black, in excellent condition throughout, bargain; £550.—High Rd., Wembley. Arnold 5221-2. [8414

1940 Vauxhall 10, wings poor, for quick sale, £250.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [8330

1947 Vauxhall 10 saloon, 13,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8066

VAUXHALL 10

1947 Vauxhall 10, small mileage, immaculate condition; £625.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577-6970. [8520

1947 10hp Vauxhall saloon, 7,000 miles, perfect condition; £615.—Crawley, 48, Kensington Court, W.8 (near Barkers). Tel. Western 6015-6-7. [7874

1939 Vauxhall 10 4-door saloon, blue/blue, excellent in every respect; £375.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exchange). [8195

£350 Vauxhall 10 1939 4-door saloon, original cellulose, exceptional interior and mechanical condition.—Bennmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat. 9-6 (50 yards Holland Park Tube). [7898

VAUXHALL 12

J. DAVY offers:—

1948 Vauxhall 12 de luxe saloon, low mileage; £685.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [8265

H. A. SAUNDERS, Ltd., offer:—

1947 Vauxhall 12 saloon de luxe, 7,900 miles; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner). Hillside 0024. [8118

£330 —1939 Vauxhall 12/4 de luxe saloon, excellent runner, clean condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8574

1946 12hp Vauxhall saloon, one owner, reconditioned engine fitted within month, black, brown leather; £565.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [8037

1948 Vauxhall 12, 16,000 miles, splendid condition; price £695; evenings or week-ends.—56, Lowshoe Lane, Romford. Tel. 1647. [8461

1939 Vauxhall 12, original condition, £395; selection of 50 quality used cars.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [6873

1940 Vauxhall 12 saloon, sun roof, black, blue leather, reconditioned engine just fitted; excellent value; £345.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4106. [6853

1939 Vauxhall 12hp 4-cyl sun saloon, grey, red leather, reconditioned by us and in perfect working order throughout, 3 months' written guarantee; £365.—Maycroft Motors, 24, Lynton Rd., Hornsey, N.8. Mou. 4871. [7943

VAUXHALL 14

DICKS CAR SALES offer:—

1948 Vauxhall 14 saloon, one owner, fitted radio, as new; £775.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [7496

H. A. SAUNDERS, Ltd., offer:—

1948 Vauxhall 14hp saloon de luxe, 4,500 miles, £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner). Hillside 0024. [8116

CHARLES RICKARDS, Ltd., the house of standing and repute.

1937 Vauxhall 14hp saloon, black, exceptional condition throughout; £285.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [7921

VAUXHALL 14hp 1936, perfect running order; £195 or near offer.—Box 1975. [7847

GORDON CARS (LONDON), Ltd.—1948 Vauxhall 14 saloon, black/brown lthr., new condition.—Below.

GORDON CARS (LONDON), Ltd.—1947 Vauxhall 14 saloon, black/brown lthr., exceptional order.—Below.

GORDON CARS (LONDON), Ltd.—1946 Vauxhall 14 saloon, black/brown lthr., nominal mileage.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [8012

VAUXHALL 14 (November, 1947) saloon, black, low mileage, indistinguishable from new; £775.

VAUXHALL 14 5-seater de luxe saloon, black, Ace wheel discs, outstanding condition; £315.—Robbins, East Putney. Tel. 4581. [7004

1948 (July) Vauxhall 14hp saloon, colour black, brown leather upholstery, small mileage, as new; £750.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [7350

1937 Vauxhall 14 touring saloon, black, hide interior, clean condition, unworn tyres, excellent runner; £245.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8578

179 gns.—1937 Vauxhall 14 touring de luxe saloon, excellent condition.—Autoships, 5, Balham High Rd., Balham 1509. [8543

1938 Vauxhall 14 Tickford d.h., overhauled; £315.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8044

1948 Vauxhall 14 saloon, with radio, 12,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8065

1946 Vauxhall 14, low mileage, black/brown, immaculate; £650.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [8413

1947 Vauxhall 14 saloon (taxed December, 1947), black, brown leather upholstery, one owner; coachwork and mechanical condition faultless; £700 or offer.—Tel. Enfield 3221. [8590

1939 40 Vauxhall 14 sunshine saloon, reconditioned engine, recond. front units, fitted with Masteradio, guaranteed cond.; £435.—Cottenham Park Garage, Ltd., 112, Coombe Lane, Wimbledon, S.W.20. Wim. 3078. [8594

VAUXHALL 14 saloon, 1946, black with brown hide upholstery, 22,500 miles, one owner, fitted several useful extras, guaranteed; £655.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [8060

£325 —Vauxhall 14 special coupe, 1938 model, but would pass for 1948 model, bodywork literally spotless, interior magnificent, whole vehicle excellent and will satisfy the most particular of customers; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144. [7696

VAUXHALL 17

1933 Vauxhall 17hp Cadet Grosvenor saloon; this car has completed a nominal mileage of 44,000 only since new, has had one owner since new and is finished in the original black with luxurious brown hide leather; the whole car is in such condition as one would anticipate after the careful use and regular servicing by qualified engineer owner and quite exceptional; £169; must be seen to be appreciated at:—LONDON CARS, 2 and 3, Grosvenor Parade, Uxbridge Rd., Ealing Common, W.5. Acorn 1212. [8329

VAUXHALL 25

LIMOUSINE 1938/25hp Double Enclosed Grosvenor, leather throughout, widest occasionals, black, reconditioned chassis, private, £935. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8323

VAUXHALL, WYVERN & VELOX

DICKS CAR SALES offer:—

1949 Vauxhall Wyvern saloon, £70 worth of extras, leather upholstery, specially picked factory model; £845.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [7485

H. A. SAUNDERS, Ltd., offer:—

1948 Vauxhall Wyvern saloon de luxe, 4,720 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner). Hillside 0024. [8117

WARWICK WRIGHT, Ltd., offer:—

1948 Vauxhall Wyvern saloon, black, fawn cloth, 9,000 miles; £845.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7498

CHARLES FOLLETT, Ltd., offer:—

1949 Vauxhall Velox, black, brown leather, 1 owner, 7,500 miles, radio, heater, rimbellishers, 2 Notek fog lamps and other extras; £925.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413.

CHARLES RICKARDS, Ltd., the house of standing and repute.

1949 model (Oct., 1948) Vauxhall Velox saloon, black 6,500 miles, one owner, built-in radio; £850.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [7914

1948 (Nov.) Vauxhall Wyvern 12hp saloon, 8,000 miles only.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [7971

1948 (Nov.) Vauxhall Wyvern saloon, radio, one owner, 7,000 miles; £775.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [7357

1948 (Nov.) Vauxhall Velox saloon, black, 6,000 miles; £835.—Erskine, 150, Salisbury Rd., Totton, Southampton. Totton 3303. [7840

1949 model Vauxhall Velox, very low mileage, perfect; choice of two at £800.—See under Vauxhall Miscellaneous, Broadway Motor Co., Wimbledon. [8151

1948 Vauxhall Velox saloon, black, 12,000 miles, built-in radio and heater; £865.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 8075-6. [7854

H. M. BENTLEY & PARTNERS have available 1949 model Vauxhall Velox, in black, with fawn leather, first-class condition; £845.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [6900

1948 (Dec.) Vauxhall Velox, black with fawn leather, 9,000 miles, fitted heater, choice of two; £825.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8433

1948 Vauxhall Velox saloon, 4,132 miles, black, with brown leather upholstery, in spotless condition throughout; £850.—Haig's Motor Co., Ltd., Granada Rd., Southsea. Tel. Portsmouth 32268. [8477

1949 model Nov., 1948, Vauxhall Velox, black, brown leather, fitted heater guaranteed 4,000 miles, as brand new; £825.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7241

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

114, Wardour St., W.1. Gerrard 4363. [0017

CAR MART, Ltd.

1948 Vauxhall 12 saloon, 4,000 miles; £775.

1948 Vauxhall Wyvern saloon, 9,000 miles; £795.

1948 Vauxhall Velox saloon, 2,000 miles; £895.—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 3454. [8363

TOM GARNER, Ltd., offer:—

1948 Vauxhall 12hp saloon, black with brown upholstery, 8,000 miles.

1949 Series Vauxhall Velox saloon, black with fawn leather, radio, heater, etc., 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7913

HAMILTON MOTORS (LONDON) Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1946 14hp. black, brown leather spotless, 14,000 miles.

1948 Velox, blue, fawn leather, heater, 4,500 miles.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models. [7978

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models, carrying full warranty; your inspection invited. [0283

VAUXHALL MISCELLANEOUS

VAUXHALL and other makes of used cars in good condition; let us know your requirements.—Tel. Uxbridge 737. Gregory's of Uxbridge. [0039

PRIVATE buyers only and those on our waiting lists preferred, are offered specially low-priced second-hand bargains no traders please; Vauxhall 12hp and 18hp post-war saloons from £495; also pre-war Ford V8 saloon from £100; all thoroughly vetted.—Broadway Motor Co., 3/13, Russell Rd., Wimbledon (opposite Wimbledon Theatre). Liberty 2494 (Mr. Sullivan). Vauxhall and Bedford main agents. [0493

Vauxhall Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3454. [0975

SSHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

114, Wardour St., W.1. Gerrard 4363. [0018

RROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

GATEHOUSE MOTORS are regular buyers of good clean Vauxhall cars

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [8305

CASH immediately for good Vauxhall.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8173

7-SEATERS private Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3378

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Frobisher 0063 0929. [0479

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or 'phone Paddington 0022. [0690

Vauxhall Spares and Service

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 6368. Grams' Autospare Wimble, London. [0633

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ALL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges.

COMPLETELY rebuilt and tested Vauxhall/Bedford electrical components, dynamos, starters, distributors, etc., exchange at 50% manufacturers' list price.—Croydon Automobile Co., Ltd., main dealers for all repairs to your Vauxhall or Bedford, Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

FOR Vauxhall mudguards, running boards, 1935-9.—Brooks, 85, Queens Rd., Brighton. [0391

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass. Egham 131. [0196

BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common. Ravensbourne 2634. [0440

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0593

VAUXHALL main dealers, specialists in repairs and servicing, immediate delivery of factory rebuilt engines, large stock of spares; also exchange service of reconditioned units, including suspension units.—Kingston Hill Motor Works, Ltd. Tel. Kingston 3116. [3842

VETERAN CARS

RENAULT, Phœnix, F.M. Brennabor and others for sale.—Welham's Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0201

Veteran Cars Wanted

WANTED, veteran car, preferably single-cyl type; fullest particulars.—K., 6, Potterton Lane, Barwick-in-Elmet, nr. Leeds. [7951

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CHARACTER CARS offer:—

IN excellent mechanical order, open to any examination and trial.

1913 8hp Renault 2-seater, hood frame not covered; £85.

1920 40/50 Rolls-Royce limousine by Vanden Plas, Paris; £90.

1922 12hp Talbot-Darracq open 4-seater, new tyres; £55.

CHARACTER CARS, Shandon Rd., Garage, Abbeville Rd., Clapham, S.W.4. Tulse Hill 4505. (5 minutes Clapham South Underground.) [8507

1932 M.G. 18/80 Mark II coachbuilt dhc, excellent condition throughout, petrol from 1st October, enthusiasts car.—Full details, Rudkin, 3, St. Margarets Rd., Hoylake. Tel. 3710. [8473

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares. [0373

WOLSELEY

EUSTACE WATKINS, Ltd., sole London distributors for Wolseley cars.

1947 Wolseley 12 saloon, 16,000 miles, black with brown leather upholstery, one owner.

1947 Wolseley 8 saloon, black, brown leather upholstery, choice of 2 cars, both cars in excellent condition.

1946 14hp Wolseley saloon, black, brown leather upholstery, 14,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [8156

WOLSELEY

CAR MART, Ltd.

1947 Wolseley 10 saloon, 21,000 miles; £625.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8364

G. W. WILKIN, Ltd., offer:—

1948 Wolseley 8hp de luxe saloon, one owner, 15,000 miles, immaculate; £625.

KINGSTON 2241. [8282

BEARTS, of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0063

COOMBS & SON (GUILDFORD), Ltd., offer:—

1937 (May) Wolseley 18-80 saloon de luxe 4-door saloon, black sliding head, brown leather, mechanically perfect, excellent condition; £375.—Portsmouth Rd., Guildford. Tel. 62907. [7289

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.

OFFER the following:—

1947 14hp Wolseley saloon de luxe colour black, brown leather upholstery; any trial.—47, Sloane St., S.W.1. Tel. Sloane 9288. [6573

1948 Wolseley 8 saloon, green, guaranteed mileage 9,000; £645.

E. C. STEARNS & Co., Ltd., 250/262, Brompton Rd., S.W.3. Ken. 0081. [8097

1948 Wolseley 12 saloon, dark green with brown upholstery, one owner; £895.

LAMB'S, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (8 lines). [8133

1935 Wolseley 10 de luxe saloon, one owner, in nice condition throughout; 159gns.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [8260

1939 model Wolseley 12hp saloon, black with brown leather, excellent condition throughout; £445.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6696

1939 Wolseley 14 saloon, perfect condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [4209

1938 Wolseley 14 saloon, immaculate, guaranteed; £320; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [8525

ARCHIE SIMONS & Co., Ltd.—1939 Wolseley 10 saloon de luxe, mileage 8,000; £395.—94, Gt. Portland St., W.1. Lan. 1345. [7889

220gns.—Wolseley 12hp 4-door saloon, sliding roof, dark blue, excellent condition, low mileage, late '36.—London, Per. 6737. [7864

CASS'S MOTOR MART.—1939 Wolseley 16/65 saloon, black, superb condition, written guarantee.—5, Warren St., W.1. Euston 4110. [5088

1939 Wolseley 14 saloon de luxe, black, with brown leather.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8262

1937 Wolseley 12 de luxe saloon, marvellous condition, guaranteed; £295; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro 1319. [8153

GORDON CARS (LONDON), Ltd.—1946 Wolseley 14 saloon, black/brown leather, one owner, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8013

WOLSELEY bargains: 1938 14, 279gns; 1937 14, 225gns; 1937 12, 239gns; 1937 21, 225gns; all excellent condition.—Autoships, 5, Balham High Rd., Balham 1509. [8545

5000 authenticated miles.—1948 Wolseley 8 sunshine saloon, black, indistinguishable new; bargain.—Lionel H. Pugh, 13-14, Brooks Mews, W.1. Mayfair 4433. [5195

WOLSELEY Hornet special sports coupe, rebuilt and re-registered 1949, perfect condition; £155; terms, exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tel. Tulse Hill 7106. [8139

1938 14hp Wolseley saloon de luxe, black, very good condition; £380 or offer; terms or exchanges.—Banstead Road Garage, Ltd., Carshalton, Surrey. Vigilant 3341. [7691

1937 Wolseley 14, recently had reconditioned engine, bodywork and interior quite fair condition, nice appearance; £285.—Simpsons Motors, American Car Specialists. Tel. Wembley 3903. [6478

1938 Wolseley 14, very clean inside and out, colour blue, one owner since 1939, open to any examination and trial; £395.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7699

1940 Wolseley 12 saloon, black, exceptionally good car which has had careful handling and maintenance, sound, clean and reliable in every respect; £450; no dealers.—Tel. Slough 23861, exten. 54. [8455

£535.—1947 model Wolseley 8 de luxe saloon, 1 owner, as new, small mileage; any car taken part exchange; any trial; fully guaranteed.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [7154

FOR sale, 25hp 1939 grey Wolseley drop head coupe in excellent condition, mileage 55,088 miles, good tyres, licensed to Dec. 31, 1950; seen at Braedale Garage, Motherwell.—Offers to Hamilton and Kinnell Estates, Ltd., Estates Office, Hamilton. (Tel. 247.) [8460

225gns.—Wolseley Super-Six, May 1938, 21hp (fitted 25hp engine), de luxe 4-door saloon, black, sliding head, brown leather. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8399

250gns!—1937 Wolseley 10hp 4-door de luxe saloon, black, sun roof, blue leather, all in original condition; exceptionally good chassis, steering, brakes and engine 100% efficient; any trial or inspection invited.—Douglas Car Sales, 21, Dorset Rd., Tottenham, London, N.15. Sta. 7352. [8482

TANKARD & SMITH, Ltd., offer 1938 Wolseley 14 saloon de ville, in dark blue with blue leather to match; one owner since new, 17,000 miles since fitted with replacement engine; many extras including radio; a beautiful car in every respect, £425; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., Chelsea, S.W.3. Tel. Flaxman 4801/2/3. [7941

WOLSELEY

1946 (late) Wolseley 18hp, very exceptional car, fitted discs, etc.; £680. For other Harold Webb bargains see page 33.—Harold Webb Motors, Ltd., 338-340 High Rd., Ilford. Tel. Ilford 3151. [8155

1946 Wolseley 18hp saloon, black, brown hide, radio, one careful owner, 21,000 miles, exceptionally well kept; £695; exchanges; deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274 [8222

LIMOUSINE 1947/1949, partitioned, black, 25hp, forward occasionals, genuine low mileages, immaculate (£10 tax). Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8322

Wolseley Cars Wanted

ROWLAND SMITH S. the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995

POST-WAR Wolseley required; cash payment.—Morley, 54, Stretham Hill, S.W.2. Tulse Hill 4488. [0850

CASH immediately for good Wolseley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8174

SELL your Wolseley to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [6571

WEYBRIDGE AUTOMOBILE, Ltd., the Wolseley distributors urgently require late-type Wolseley.—Tel. Wevbridge 235. [0540

BLAKE'S, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool 1. Tel. Royal 6622. [7737

7-SEATER Limousine 1935/20hp—also 25hp Series 3. Details please Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [3397

Wolseley Spares and Service

WOLSELEY sales and service.—Ramsay Motors Ltd. 242-248, High St Barnet 3240. [0707

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 65, Queens Rd., Brighton. [0386

SPECIALISED repairs and service for all Wolseley models.—R. Hardy & Son 55, Marylebone High St. W.1 Tel. Welbeck 1101-3. [9134

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666 for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0523

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service. Complete overhaul's coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

JACK OLDING & Co., Ltd., have pleasure in announcing the opening of their pre-war service station at 18, Providence Court, North Audley St., W.1, and welcome enquiries in this connection from Wolseley owners.—Mayfair 5242. [0872

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RAYMOND WAY, the hire-purchase specialists!

5% discount for cash customers.

200 cars under £300; drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities; no enquiries, every car plainly marked with price and year; top price in part exchange for good vans, cars and motor cycles.

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1947 M.G. 1¼-litre saloon, 9,000 miles.

1949 Sunbeam-Talbot 80 saloon, 10,000 miles.

1949 model Austin 16 saloon, 5,000 miles.

1946 Humber Hawk saloon, 18,000 miles.

1948 Ford Prefect saloon, 14,000 miles.

WE have a good stock of post-war 5 and 10cwt vans; part exchange, deferred terms.

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ENGLAND'S easiest hire purchase terms.

1930 Bentley 37.2hp sports 2-seater; this car is a conversion from the original sports saloon, in excellent mechanical condition and is at present being sprayed red body with black wings; sacrifice at £405.

1939 Lanchester 20hp saloon de luxe, black with red leather upholstery; this car is in really immaculate condition and represents a bargain to the specialist at £425.

1937-38 M.G. 18-80 sports saloon, magnificent performance, respayed black with brown leather upholstery overhauled and in new condition throughout; £395.

1946 Rover 12 saloon de luxe one owner, small mileage, in condition almost equal to new; £875.

1937 Rover 14 sports saloon, respayed green with green leather upholstery, overhauled and in really splendid condition throughout; £265.

1935 M.G. type P.A. sports 2-seater; this car has many extras, is in excellent mechanical condition and of remarkable appearance at £245.

1939 Morris 10hp 4-door sun saloon de luxe sea green with green leather upholstery, showroom condition and of high mechanical standard; £345.

ALL cars are guaranteed

ANY car, motor cycle or van taken in part exchange.

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725—727 High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537.

OPEN week-days 9 a.m. to 7 p.m. [7575

HAROLD RADFORD & Co., Ltd. offer exceptional service in sale and maintenance of all cars.—Melton Court, S.W.7. Kensington 6642-3. [7187

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ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 27 years.

Miscellaneous Cars Wanted

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ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0996

POST-WAR Humbers and Hillmans purchased for cash.

R. S. MEAD, 42, Queen St., Maidenhead. Tel. M'head 2642. [6695

7-10hp sports or saloon wanted, any condition considered, under £40; Lee 2780.—Box 1973. [7845

PRIDE & CLARKE Ltd. offer immediate cash payment for any make or model; quotation by return.—158, Stockwell Rd. S.W.9. Bri. 6251. [0734

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [2006

WE have been instructed to purchase on behalf of a large manufacturing company a number of low mileage, post-war motor cars; what have you to offer?—Roundabout Garage, Western Ave., Greenford, Middx. Waxlow 1071-5. [3003

TURF MOTORS OF FRIZINGHALL, Ltd., the largest buyers in the North of low-mileage, covenant-free cars; immediate quotations.—Write, tel, or call Turf Motors of Frizinghall, Ltd., Frizinghall, Bradford. Tel. 41337 (4 lines). [4206

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [5347

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ARTHUR MULLINER Ltd invite enquiries for the de luxe hearse body they are building on the new Humber pullman chassis; deck, bearer or pedestal type supplied.

BRIDGE St., Northampton. Tel. 907 [5562

1939 Eighteen Austin fitted up-to-date 5-door partitioned 6-bearer streamlined 1949 Coachwork, exclusive equipment, magnificent outfit. Immediate Delivery. Below.

ROLLS-ROYCE 25/30 also modern Phantoms fitted 1949-Bearer also Deck streamlined quality Coachwork, attractive designs, exclusive equipment, inexpensive. Seen:-Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8320

ELECTRIC VEHICLES

ELECTRIC car, normal appearance, streamlined battery compartment under bonnet, built 1945, nice cond.; photo on request; £175, only less batteries.—17, Verulam Ave., Purley. Uplands 7397. [8448

EMBASSY CAR SALES (ENFIELD).—Main North-East London and County agents for Harbilt electric trucks and vans; a model for all trades; the only electric vehicle to carry a 1-ton payload; full range of 1949 models are available on 2 to 3 weeks' delivery.—For all enquiries and demonstrations apply 9 & 10, Savoy Parade, Enfield. Tel. 2725. [9605

AMBULANCES

£150—1938 Talbot 4-door ambulance, taxed.—209, Northolt Rd., S. Harrow. [4853

ROLLS-ROYCE ambulance, 1928, excellent condition; £300.—Grose Ltd. Marefair, Northampton.

CIVILIAN ambulances, new and used ambulances for immediate delivery.—Lawton-Goodman (Ambulance Makers), 135, Cricklewood Broadway, N.W.2. Gladstone 2226 [6374

Ambulances Wanted

WANTED, second-hand ambulance for works use.—Give full particulars, including overall height, overall length and wheelbase, to Box 1990. [7948

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A 100 new motor cycles, all makes in stock for immediate delivery, also a selection of second-hand solos and combinations; cars taken in exchange.—Raymond Way, the hire-purchase specialists, Kilburn Bridge, N.W.6. Maida Vale 6044 (10 lines). [2607

S. A. COLES, Ltd.—England's leading motor cycle specialists offer a large selection of new models and combinations, cars taken in exchange.—Raymond for immediate delivery; exchanges, hire purchase; everything for the Motor Cyclist.—364-368, High Road, Leyton, E.10. [0341

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1948 Morris 15/20 box van; £475.

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1939 Morris 5cwt van; £185. Also

MORRIS 10cwt van; £250.

THE above vehicles are guaranteed; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890, 7087. [8559

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., OFFER the following:—

1948 (Aug.) A40 Austin van, small mileage, as new.

1947 (Sept.) Austin 5cwt van, small mileage, in perfect condition.—47, Sloane St., S.W.1. Tel. Sloane 9288. [6574

1948 (Feb.) Fordson 5cwt van, cellulosed blue, 21,000 miles; £385.

W. J. BROWN, Ltd., main Ford dealers, 339, Finchley Rd., N.W.3 Ham. 4414. [6271

£185.—1939 Ford 5cwt builders' truck, sound throughout, excellent runner, bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [8579

3/11/42 Commer closed 2-ton van, in good running order.—Central Motors, 14, Harrow Rd., W.2 Pad. 0766. [7945

JOWETT-BRADFORD our speciality; quick repairs and service, often a second-hand bargain.—Buntings Jowett Agency, Harrow. [0284

COMMERCIAL VEHICLES

1948 Fordson 10cwt van, 1,500 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8054

1949 (May) Austin 25cwt three-way van, 9,000 miles, B.M.T.A. consent; trade enquiries only, please.—Ernest Sutton, Cleeve Hill, Glos. 95. [7401

JOWETT main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Jeffers, Ltd., 52, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 3446. [0040

JACK ROSE, Ltd.—1949 Ford 8 van, almost unmarked, hardly used, £450; 1946 Austin 8 van, open to any examination, £315.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7704

225 gns.—Morris van, 1937 (reg. 1938), 8hp 5cwt van, good tyres, spare unused, very good condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6401

CASS'S MOTOR MART.—1948 Morris 30cwt van, repainted green, 18,000 miles; 1939 Fordson 10cwt van, overhauled and repainted blue; 1939 Fordson 5cwt van, overhauled and repainted blue; 1938 Morris 10cwt van, overhauled and repainted brown, one owner; written guarantee.—5, Warren St., W.1. Euston 4110 and 3523. [8505

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LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [8423

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MACROVAN CARAVANS offer:—

£195.—New 17ft 6in caravan shell, complete with chassis undergear set window, 16in easy-clean wheels, brace operated jack, also 14ft 6in model, £175.—76, Brighton Rd., Surbiton, Surrey. Tel. Elmbridge 3974. [0134

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£189/10.—Shells complete with proprietary chassis, the finest value in the country, choice of Pullman or streamlined shape; worth your inspection.

SEE the Cunningham 22ft shell built to your own specification or layout, the only caravan in the country incorporating the Ideal boiler, shower, bath and toilet; from £795.—Slough & Taplow Caravan Co. 340, Bath Rd., Cippenham, Slough, Bucks. Tel. Burnham 576. [0076

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BERKELEY caravans, latest Ambassador de luxe mobile home, £895; new Courier, startling value at £398.—Full particulars from Mantle's Garages, Ltd., Biggleswade, Beds. Tel. 2113 [8746

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1950 Land Schooner, year's guarantee, 17ft over all, aluminium exterior, double panelled, 4 berths, Calor cooking and lighting, complete with lino, curtains, mats, sink, etc.; no extras, £325; shells from £165, chassis from £35.—Abbey Autos, rear of 44-46, Chase Side, Southgate (near Tube). Palmers Green 4540 or Waltham Cross 3838 evenings. [8504

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ROYAL GARAGE for service, chauffeur driven or drive yourself; Humber limousines and new 12-18hp saloons.—Gillingham St., S.W.1. Victoria 4366 day and night. [0443

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RUN a car the modern Godfrey Davis way—contract hire terms place self-drive or chauffeur-driven car at your disposal always.—Apply 7, Eccleston St., Victoria, S.W.1. Tel. Sloane 0022. [0452

VAUXHALL self-drive cars from £1 per day, unrestricted mileage; A.A. membership; Continental touring, overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. [0636

J. DAVY.—1947/9 self-drive 8-16hp cars from £1 per day; benefits of A.A. & R.A.C. membership, special facilities for overseas visitors.—Logan Place, Earls Court Rd., Kensington, W.8. Western 1225 (4 lines). [0401

MOTORING at 4½d a mile, 30/- a day of 80 miles; post-war Austins; London's cheapest self-drive service.—Wimbledon Car Hire, Mansel Rd., S.W.19. Tel. Wimbledon 3834. 1932-1950 "We never closed." [0811

DRIVE YOURSELF HIRE Co. (London), Ltd.—£1 per day periods, discounts for commercial users by month or year; tariff on request.—1a, Finsbury Park Rd., N.4 (Can. 1131/32), and Chester Close, rear of 20/24, Grosvenor Place, S.W.1. (Slo. 9844). [0507

OVERSEAS visitors.—A fleet of new Austin 16 and A40 saloons available for hire at Drivehyre Cars, Ltd., Smithfield Garage, Birmingham. Tel. Mid. 4577; Jewsbury's Motors, Salford, Manchester. Tel. Blackfriars 5979; and Kingsway, Newport, Mon. Tel. 2263. [0211

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1949 Fords, £1 per day; Austin A40's and 1947 12's 50/- a day; 1947 Austin 10's and Minxs 35/- a day; also post-war chauffeur-driven cars.—Alliance, 29, Burne St., N.W.1. Pad. 2646/6801. [0318

NEW self drive and chauffeur driven cars, over 200 now available in London, Liverpool, Glasgow, Cambridge, for overseas visitors who wish to tour Britain or Europe.—Wilsons Car Hire Service, Ltd., Trinity Gardens, Acre Lane, S.W.9. 'Phone Brixton 4011. Cables: "Wilcarhire," London. Book now for 1950. [0312

OVERSEAS visitors, why not book your chauffeur-driven car now to meet you at Southampton and travel to London direct, then carry on if you wish with a tour of London or any part of the British Isles? 4- and 7-seater cars, moderate terms.—The Regent Hire & Service Garage, 391, Ballards Lane, N.12. Hillside 4405 and 4011. [5365

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ROWLAND SMITH will quote for your car in part exchange.—Partics. and list on request.

HIRE purchase financed by ourselves; delivery same day; no references, no enquiries; cash refunded on exchanges.

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RAYMOND WAY, of Kilburn, the exchange specialists, offer 200 cars under £400; anything in exchange.—Canterbury Rd., Kilburn. Maida Vale 6044 (10 lines). Kilburn Park Waterloo Line. 150 yds. Open till 7 p.m. 6 days a week. [8659

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AGENTS and salesmen wanted to sell essential motor car accessories, continuous and repeated demand, generous commission; write, giving details of lines carried and area (our representatives have been notified of this advertisement).—Box 1945. [7814

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LUCAS SERVICE STATION (props. Cox & Co. (R.W.) Ltd.); 7 branches.

REPAIRS, replacements, rewinding, complete overhauls, exchange batteries, dynamo starters, etc.; keen prices. Beckenham: Clockhouse Stn., Beckenham Rd., Beckenham 1146-7. Camden Town: Parkway, Delancey St., N.W.1. Gulliver 4461-4. Clapham: Lendal Terrace, Clapham Stn. (S.R.), S.W.4. Macaulay 1266-7. South Croydon: 111, Brighton Rd. Croydon 6144-5. Kingston-on-Thames: Elton Rd., Park Rd., Kingston 1242-6. Wood Green: 239, High Rd., N.22. Bowes Park 1184-5. Bournemouth: 50, Pole Hill, Bournemouth 3014. [0171

AUTO-ELECTRICAL SERVICE Co., Ltd., for guaranteed car batteries and repairs.—519, Green Lanes, Goodmayes, Ilford. Seven Kings 4666-7. [0763

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BATTERY chargers, 2-6-12 volts, 1 amp, a.c. mains operated, neat steel case with ammeter, exceptional value: 42/6.—Thames Valley Products (A) 28, Camden Ave. Feltham. [2863

CAMBERLEY (Surrey) and district.—Lucas agents, new batteries in stock, ready for use, large stock Lucas spares; all electrical repairs.—Whites Garages, Camberley 1800. [0482

55/-.—Brand new 6 volt starter batteries, 12 volt, £5/9/6, guaranteed 12 months; carriage extra.—Witham's Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3769. [0628

F. H. PEACOCK, Ltd., Exide agent for all batteries, car and commercial vehicles all types available from stock.—219-221, Balham High Rd., London, S.W.17. Balham 4401 (5 lines). [0200

ROGERS BATTERY & ELECTRICAL SERVICE Co., Ltd., starter battery specialists; replating all types, immediate exchange service, new batteries, collection and delivery.—Fortis Green, East Finchley, N.2. Tudor 4534. [6515

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BRAKE cables repaired efficiently by experienced repairers, any make or type, within 24 hours; all cables guaranteed, most types supplied from stock.

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GARAGES and filling stations for sale and wanted.

EXTENSIVE list of active enquiries; valuations for all purposes.

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CAR hire business for sale, South West London, 8 cars, 8 Hackney plates, 2-way radio; particulars on request.—Box 1192. [3354

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CAMSHAFTS rebuilt and reground to original profile, valves, seatings, rockers and rocker shafts reconditioned.—Leonard Reece, Carshalton, Wallington 3646. [9471

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BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station, 209, Balham High Rd., S.W.17. [0525

ZENITH replacement carburettors and spares, official Zenith service station.—Milestone Service Garage, Ltd., 308, Frith Rd., Bexleyheath. Frith 2469. [0572

SOLEX carburettors and spares, major stockists of new and reconditioned carburettors to suit all vehicles private and commercial; terms for trade as from makers.

E. PASCALL (GUILDFORD), Ltd., Central Buildings, North St., Guildford. Tel. 2274-5. [0353

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1, official carburettor service depot for Carter, Zenith, Stromberg and S.U. carburettors.—Tel. Grosvenor 4141 [0502

SOLEX carburettors.—Lamb's, Ltd. (est. 40 years), are a major service station for Solex carburettors and have in stock all types from 1932 onwards.—Standard House, Southend Rd., Woodford Green. Tel. Wan. 0123 (8 lines). [8235

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GROUT & Co. (COACHBUILDERS), Ltd., 2, Iffley Rd., W.6.—Coachwork; we can give a price for any job, large or small, on the spot; delivery in 14 days. [0509

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M.G. engine, clutch and gear box, model M, Centric supercharger, all fittings, like new, for sale.—Box 1995. [7946

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GUARANTEED reconditioned replacement engines: Ford 8/10, £12/10; Morris 8, Standard 8, £17/10; Austin, Hillman 10, £25; Ford 22/30/32, £40; Vauxhall 10/10hp, £20.—Ruthers, Eastern Ave., Romford 2332. [0056

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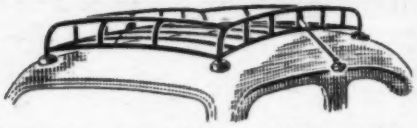

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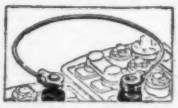

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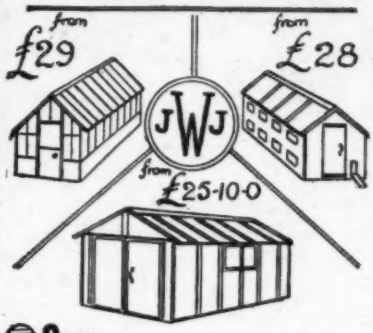

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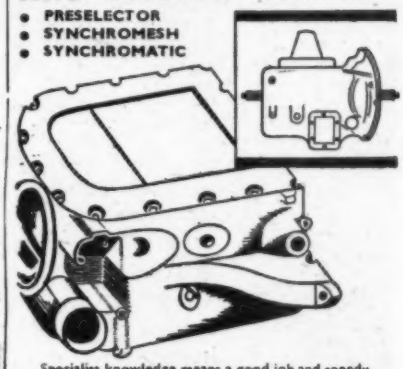

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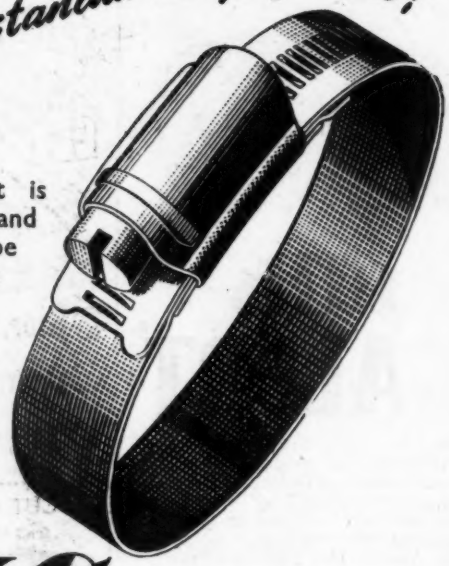

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INDEX TO ADVERTISEMENTS

	PAGE
Aerialite, Ltd.	2
Allard Motor Co., Ltd.	9
Automobile & Aircraft Services, Ltd.	33
Automotive Parts & Accessories	13
Autoset (Production), Ltd.	12
Baldwyn, Ltd., H. A.	64
B.B. Chemical Co., Ltd., The	28
Beart's of Kingston	Edit. 149
Bell's Service Garages	32
Bennett, E.	64
Berkeley Coachwork, Ltd.	12
Birkett & Sons, Ltd., T. M.	65
Blackburn Auto Service	64
Blake & Co., Ltd., J.	Edit. 149
Blanchflower's (Kettering), Ltd.	6
Bluemel Bros., Ltd.	11
Brown's Garages	32
Camden Motors, Ltd.	30
Carr Fastener Co., Ltd.	13
Castle's Unit Development, Ltd.	14
Champion Sparking Plug Co., Ltd.	20
Clayton's Cars (London), Ltd.	64
Collier & Collier, Ltd.	64
Cooden Eng. Co.	33
Cornercroft, Ltd.	5
Coryton, Ltd., J.	Edit. 150
Davy, J.	31
Delaney Gallay, Ltd.	4
Dover, Ltd.	8
Eccles (Birmingham), Ltd.	65
Faxall Products, Ltd.	10
Fenter, Ltd.	66
Fletcher Miller, Ltd.	64
Galway, Ltd., Roy	32
General Electric Co., Ltd.	Edit. 150
Girling, Ltd.	Cover 2
Glanfield Lawrence, Ltd.	33
Goodyear Tyre & Rubber Co. (Gt. Brit.)	22
Gondar Motors	65
Grose, Ltd., James	2
Halford Cycle Co., Ltd.	14
Harris, S. & A.	6
Headen, A. E.	64
Henlys, Ltd.	34
Hope, Hartope & Co., Ltd.	6
Humber, Ltd.	17
Jaguar Cars, Ltd.	21
Jenks Bros., Ltd.	12
Kent (Coachbuilders), Ltd., Ronald	64
Key Leather Co., Ltd.	11
K.L.G. Sparking Plugs, Ltd.	25
Lamb's, Ltd.	32
Lea Francis Cars, Ltd.	16
Lifeguard (Garage Products), Ltd.	15
Mayfair Garages, Ltd.	33
McKinnon Motors, Ltd.	32
Mellor (Hartshill), Ltd., L.	31
Michelin Tyre Co., Ltd.	24
Millers' Car Equipment	64
Moseley & Sons, Ltd., David	14
Motovia Co.	64
National Benzole Co., Ltd.	29
Newnhams, Ltd.	32
Norman & Co., C. G.	64
Pass & Joyce, Ltd.	28
Premier Motor Policies, Ltd.	64
Price & Son, Ltd., D. W.	65
Pride & Clarke, Ltd.	10, 33
Prince (Kingston) Engrs., Ltd.	10
Robinson & Co. (Gillingham), Ltd., L.	8
Rolls-Royce, Ltd.	19
Romac Industries, Ltd.	4
Rootes, Ltd.	27
Roussel, Ltd., J.	2
Rowland Smith (Motors), Ltd.	33
Runbaken Electrical Products	64
Rye, Ltd., Claude	30
Sankey & Sons, Ltd., Joseph	Cover 3
Scott, Ltd., Walter	32
Servais Silencers, Ltd.	30
Solex, Ltd.	18
South-Eastern Battery & Elec. Co.	64
Standard & Triumph Sales, Ltd.	30
Standard Motor Co., Ltd.	Front Cover
Stothert, Ltd., James	64
Tankard & Smith, Ltd.	33
Tecalemit, Ltd.	1
Terry & Sons, Ltd., Herbert	3
Timberlake, Ltd., H. H.	32
Thorn & Sons, Ltd., J.	14
Tudor Accessories, Ltd.	64
Tungstone Products, Ltd.	8
Tyneside Safety Glass Co., Ltd.	9
Tyresoles, Ltd.	7
Universal Mat Co., Ltd.	15
Vanden Plas (England) 1923, Ltd.	23
Vandervell Products, Ltd.	26
Veloce, Ltd.	65
Walker, J. J.	65
Webb Motors, Ltd., Harold	32
Wilcock & Co., Ltd., Joseph	30
Wilcot (Parent) Co., Ltd.	4
Wilmot-Breeden, Ltd.	Cover 4
Yeomans & Sons, Ltd., J. H.	64

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